The Hong Kong Daily Press.

No. 4548 號八十四百五千四第 日二初月五年申壬治同 HONGKONG, FRIDAY, 7TH JUNE, 1872. 五拜禮 號七月六英 港香 [PRICE $2½ PER MONTH.

Arrivals.

June 6, YANGTSZE, Brit. str., 667, Corner, Shanghai 2nd June, General.—SIEMSSEN & Co.
June 7, LUZON, Amer. str., 517, Williams, Canton June 6th, General.—BOURJAU, HUBENER & Co.
June 7, ASHBURTON, Brit. bk., 541, Smith, Saigon 24th May, and Cape St. James 25th, 13,000 piculs Rice.—CHINESE.

Departures.

June 6, YOT-TUNG, str., for Swatow.
June 6, DIOSCUREN, for Chefoo.
June 6, GUANTANAMO, for Saigon.
June 6, HYDRA, for Saigon.
June 6, JOHANN SMIDT, for Saigon.
June 6, SEDAN, str., for Swatow, &c.
June 6, SUN-WOO, str., for Saigon, &c.
June 7, MORRO CASTLE, for Swatow.
June 7, CARL, for Amoy.
June 7, YANGTSZE, str., for Whampoa.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JUNE 6TH.

Solent, for Callao.
Sedan, str., for Swatow, &c.
Morro Castle, for Swatow.
Boussolle, for Bangkok.
Carl, for Amoy.
Twee Gebroeders, for Whampoa.
Aldebaran, for Amoy.
Princess Amelie, for Java.
Sun foo, str., for Saigon

Passengers.

Per *Ashburton*, from Saigon, &c.,—20 Chinese.
Per *Yangtsze*, str., from Shanghai,—Messrs. Hubbe and Kayekin, and 40 Chinese deck.

Reports.

The British bark *Ashburton* reports left Saigon on 24th May, and Cape St. James on the 25th, had light monsoon and fine weather throughout.

The British steamer *Yangtsze* reports left Shanghai on 2nd June, experienced thick foggy weather to the Lammocks, was compelled to go half speed occasionally, during which time had much rain, with wind from N. to N.E.; after which had fine weather and clear the rest of the passage, with wind at S.W.

Auction Sales To-day.

J. M. ARMSTRONG.
Household Furniture.

LANE, CRAWFORD & Co.
Sundry Articles.

COMMERCIAL BILLIARD AND REFRESHMENT ROOMS,
QUEEN'S ROAD CENTRAL.
Tiffin from 1 o'clock to 2.30 P.M.
J. R. WHITE.
tf 650 Hongkong, 8th April, 1872.

THE ADVERTISER, an Englishman, would be glad to accept any situation of trust, either as Clerk, Godown-keeper, in or any other capacity. Salary not so much an object as immediate and constant employment. Address D. B., care of *Daily Press* office.
1045 Hongkong, 4th June, 1872.

SAIL MAKING.
WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER,
(LATE PATERSON & HANDLEY),
70-F, Praya West,
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 49 Hongkong, January, 1867.

NOW READY.
BOUND VOLUMES of the TRADE REPORT for the year 1871. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 22nd January, 1872.

FOOCHOW DOCK.
RIVER MIN.
THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of PETER HAEMS.
" GEORGE MERRICK.
" NAPAUL.
" CHE SAM.
" WILLIAM GRAHAM.
" FREDERICK SIMONS.

NOTICE is hereby given, that in accordance with the Provisions of Ordinance No. 9 of 1870, Section 3, an Order has been made by the Honorable HENRY JOHN BALL, Acting Chief Justice of the said Court, limiting the time for creditors and others to send in their claims against the above Estates to *Tuesday, the 31st day of December*, 1872, on or before which date all claims must be proved, otherwise they will not be included in the Scheme of Division.
All persons indebted to the said Estates are requested to make immediate payment to
W. H. ALEXANDER,
Official Administrator.
6d 1036 Hongkong, 3rd June, 1872.

Banks.

THE BANK OF CHINA.

CAPITAL—Tls. 2,500,000, in 25,000 Shares of Tls. 100 each;
Tls. 25 per Share payable on allotment, and the remainder in such sums and at such times as the Directors may determine, but so that at least three months' notice shall be given of every call;
WITH POWER TO INCREASE TO Tls. 5,000,000.

Provisional Committee.
O. C. BEHN, Esq., Messrs. W. Pustau & Co.
A. A. HAYES, JR., Esq., Messrs. Olyphant & Co.
C. J. KING, Esq., Messrs. Chapman, King & Co.
R. W. LITTLE, Esq., Messrs. Little & Co.
J. A. MAITLAND, Esq., Messrs. Thorne Brothers & Co.
D. REID, Esq., Messrs. Reid & Co.

Standing Counsel.
R. W. M. BIRD, ESQ., *Barrister-at-Law.*

Secretary to the Provisional Committee.
JAMES GILFILLAN, Esq.

THE Provisional Committee being now in possession of legal opinion on the subject from London, have decided to establish the Bank by registration under the Companies' Act of 1862. A permanent Board of Direction will be formed, in London—as required by the Act—with a Board of Management in Shanghai.
The Provisional Committee therefore give notice that applications for shares will be received by the undersigned not later than the 31st August, 1872.
It is the intention of the Committee that the business of the Bank shall, if possible, be commenced simultaneously in China and London on the 1st January, 1873.
By order of the Provisional Committee,
J. GILFILLAN,
Secretary.
tf 868 Shanghai, 4th May, 1872.

DEUTSCHE NATIONAL BANK AT BREMEN.

THE CAPITAL OF THIS BANK IS 15,000,000 THALER, OR £2,250,000,
DIVIDED INTO
75,000 SHARES OF 200 THALER, OR £30 EACH,
OF WHICH ONE HALF, OR 37,500 SHARES,
REPRESENTING A CAPITAL OF 7,500,000 THALER,
HAVE BEEN ISSUED.

THE Undersigned having been appointed Agents for the above Bank at this port and Shanghai respectively, are prepared to
GRANT DRAFTS ON THE HEAD OFFICE,
of the Bank at Bremen, direct, or payable at London.
MELCHERS & Co.,
Hongkong.
SIEMSSEN & Co.,
Shanghai.
tf 485 Hongkong, 9th March, 1872.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—T. PIKE, Esq.
Deputy Chairman—S. D. SASSOON, Esq.
E. R. Ballion, Esq. H. Melchers, Esq.
W. H. Forbes, Esq. G. F. Weller, Esq.
A. José, Esq.
H. B. Lemann, Esq.

Managers:—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1042 Hongkong, 7th May, 1872.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

SHARE DEPARTMENT, HONGKONG, *1st June*, 1872.

NOTICE is hereby given, that the Fifth and last Call of Twenty-five Dollars per Share on the Shares in the Capital of the Corporation, numbered from 20,001 to 40,000, inclusive, is payable on the 1st day of July next, at the Head Office and Branches of the Bank.
Interest at the rate of Twelve per centum per Annum will be charged on the amount of all Calls unpaid; and the provisions of the 36th Article of the Deed of Settlement of the Corporation will also be enforced in respect of Shares upon which the Calls remain unpaid.
By Order of the Court of Directors,
JAMES GREIG,
Chief Manager.
tf 1027 Hongkong, 1st June, 1872.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

DURING the temporary absence of the undersigned, Mr. W. D. AUTEY has been appointed Acting Manager.
A. NEWTON,
Manager.
tf 561 Hongkong, 22nd March, 1872.

IN consequence of the retirement of Mr. W. J. STERRY from our Firm, we request that all accounts owing by us may be sent in for payment, and that all accounts due to us be paid forthwith.
SAYLE & Co.
tf 1026 Hongkong, 1st June, 1872.

VICTORIA BAKERY,
Wellington Street, No. 28,
HONGKONG,
Near the Catholic Cathedral.

L. PEREIRA has the honor to inform the Public of this Colony that he has aggregated to his Bakery a Pastry and Confectionery Establishment in all its branches, undertaken by experienced Europeans. All orders promptly attended to, and at most reasonable terms. The above solicits the Public patronage, which will be most thankfully received. Ice Creams and fresh Pastry to be had daily from 8 A.M. to 9 P.M.
A price list will be furnished to Patrons.
A Reduction made on large orders.
1m 1018 Hongkong, 31st May, 1872.

Intimations.

THE MERCHANTS' MARINE INSURANCE COMPANY (LIMITED.)

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

Bankers.
THE NATIONAL BANK OF SCOTLAND, Nicholas Lane, London, and its Branches.
Underwriter. *Secretary.*
JOHN JOSEPH TIDD. JOSEPH ANGUS.

DURING each year it is proposed to pay the Shareholders, Half-yearly, upon their paid-up Capital, interest at the rate of 5 per cent. per annum; and, so soon as practicable after the expiration of each year, a Profit and Loss Account will be made up, showing the results of the business, due provision being made for all outstanding risks.
Out of the Profits will first be paid an additional 5 per cent. on the paid-up Capital, making, with the interest to be paid, as explained above, 10 per cent. to the Shareholders.
Before any further division of Profits takes place amongst the Shareholders, one-fourth, say 25 per cent. of the residue, will be rateably divided amongst those Insurers out of whose business Profits have been made during the year.
The undersigned, having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at current rates.
GILMAN & Co.,
Agents.
tf Hongkong, 20th November, 1871.

NOTICE.

THE Ocean Steam-ship Company being protected by open Policies of Insurance, is prepared to accommodate shippers by covering produce at the following premiums, payments in case of loss or damage being made with promptitude, and Settlements adjusted according to Lloyds' rules.

	F. P. A. (with All risks. Canal stranding clause).
Tea, Hongkong to London,	32/6 ⅞.
Silk, do. do,	20/ ⅞.

Premiums, *net cash*, at the sight exchange of Bank Drafts on London.
Apply to
BUTTERFIELD & SWIRE.
tf 808. Hongkong, 1st May, 1872.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned are prepared to issue Policies covering Tea and Silk, shipped by steamers of the P. & O. S. N. Co. and O. S. S. Co. at the following rates of premium, subject to a discount of 15 ⅞.

		With Average.	*F. P. A.*
From Hongkong to London.	Tea, ...	35/ ⅞.	25/ ⅞.
	Silk, ...	20/ ⅞.	

BUTTERFIELD & SWIRE,
Agents.
tf 809 Hongkong, 1st May, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED.

FROM this date, the following rates of Premium will be charged by the undersigned Agents of the above Company, via Suez Canal to the United Kingdom, subject to a discount of 15 per cent.
For first-class full power steamer:

		With Average Merchandise			*F. P. A. with Canal Grounding clause.*
		Silk	*Tea*	*M'dise*	
From Canton Waters,		1½	1½	1½	1
"	S'hai & F'chow,	1½	1½	1½	1½
"	Hankow,	1½	1½	1½	1½

Per Mail steamer overland:

From Canton Waters,		1	1½	1	¾
"	Shanghai,	1½	1½	1½	1

After paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, 25 per cent. of the surplus of the profits is to be distributed pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premiums.
SIEMSSEN & Co.,
Agents.
3m 843 Hongkong, 27th May, 1872.

FOR SALE.

RELIABLE VACCINE LYMPH, in quantities of not less than 1 Dozen Tubes, can be had
AT
THE HONGKONG DISPENSARY.
tf 530 Hongkong, 16th March, 1872.

MANILA.
FRENCH HOTEL,
BINONDO No. 37.

THIS Hotel has been thoroughly renovated, and is now open for families and gentlemen desiring first class accommodation.
A fine Billiard Table is connected with the House, and the best of Wines and Liquors will be kept constantly on hand.
All Languages spoken.
EDWARD VERRIL,
Proprietor. *Manager.*
LALA ARI,
Manila, February 10th, 1872. [345

NOTICE OF REMOVAL.

THE undersigned have this day REMOVED to the Ground-floor of the HONGKONG HOTEL, just opposite the Comptoir d'Escompte de Paris.
MARQUES & Co.
tf 1031 Hongkong, 3rd June, 1872.

THE interest and responsibility of Mr. EMANUEL ULLMANN ceased from the 17th instant, by mutual consent, and from same date Mr. JACQUES ULLMANN is admitted as partner in the business. The firm will in future be
M. & J. ULLMANN.
Hongkong, 22nd May, 1872.
N.B.—All claims against Mr. EMANUEL ULLMANN should be sent in until the 25th instant. [1m 962

MR. ERNST FUNFGELD is authorized to sign our firm, per procuration, from this date.
GRUN & Co.
tf 612 Hongkong, 1st April, 1872.

WE have this day established ourselves at Amoy, as GENERAL MERCHANTS and COMMISSION AGENTS.
DODD & Co.
2m 849 Amoy, 1st May, 1872.

THE undersigned have established themselves as Merchants and Commission Agents at this port, under the Firm or Style of FREWIN & Co.
HENRY FREWIN.
EDWARD HEBTON.
tf 17 Swatow, January 1st, 1872.

MR. H. J. SMITH and Mr. F. RAPP have been admitted partners in our firm from the 1st September, 1871.
F. BLACKHEAD & Co.
tf 613 Hongkong, 1st April, 1872.

MR. CARDROSS GRANT is authorized to sign our firm from this date.
BRADLEY & Co.
tf 608 Swatow, 30th March, 1872.

NOTICE.

MR. H. SEYMOUR GRABY, Mr. TOBIAS PIM, and Mr. JOHN F. SEAMAN, Jr., are this day admitted partners in our firm in Hongkong and China.
OLYPHANT & Co.
tf 1 Hongkong, 1st January, 1872.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
THIS DAY,
the 7th June, 1872, at noon,
At No. 47, Wyndham Street,—
Property of a Gentleman giving up housekeeping:
The whole of his HOUSEHOLD FURNITURE, &c., comprising TABLES, CHAIRS, COUCHES, ENGRAVINGS, MIRRORS, RUGS, BEDSTEAD, Toilet TABLE and GLASSES, WARDROBES, WASHING STANDS, LAMPS, CROCKERY, GLASSWARE, PLATED WARE, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1042 Hongkong, 4th June, 1872.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales' Rooms, Queen's Road,
THIS DAY,
the 7th June, 1872, at noon,—
CONCERTINAS, Cotton SOCKS and STOCKINGS, CLOCKS, Coloured ENGRAVINGS, Japanese VASES and CABINETS, FILTERS, Silk UMBRELLAS, Percussion CAPS, MATCHES.
GLASSWARE, comprising Sherry, Port, and Champagne GLASSES, TUMBLERS, DECANTERS, Finger BOWLS, and Ice PLATES.
CHUTNEY, MUSTARD, VINEGAR, ARROWROOT, Assorted MEATS, TOMATOES.
Also,
1 Bale 7 lbs. TOILCTHS, (more or less damaged).
5 Dozen Silk Summer HATS.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1051 Hongkong, 5th June, 1872.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at the Wanchai Godowns of Messrs. GIBB, LIVINGSTON & Co.,
TO-MORROW,
the 8th day of June, at noon, the undermentioned Ship's Gear, salved ex steamer *Douglas*.—
YARDS, SAILS, Running GEAR, AWNINGS, Wire RIGGING, COMPASSES, Compass STANDS, Two Steam WINCHES, RIFLES, CUTLASSES, &c., &c.
Also,
105 Slabs TIN.
TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7.
C. D. BOTTOMLEY,
Auctioneer.
1057 Hongkong, 6th June, 1872.

FURNITURE SALE.

AYRES & Co. will hold a sale of HOUSEHOLD FURNITURE,
TO-MORROW,
the 8th instant, at their Sales Rooms, Queen's Road, at 1 P.M.,—
Sundry HOUSEHOLD FURNITURE, the property of Mr. T. R. KYDD.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1065 Hongkong, 7th June, 1872.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
TO-MORROW,
the 8th June, 1872, at 2 o'clock P.M.,
At his Sales Rooms, Queen's Road,—
An assortment of JAPANESE VASES, handsomely Lacquered and Painted.
Dinner and Tea SETS, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1043 Hongkong, 4th June, 1872.

SALE OF HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at No. 3, Mosque Terrace, the residence of H. WOBERDINE, Esq., on
TUESDAY,
the 11th June, 1872, at 12 o'clock.
The whole of the HOUSEHOLD FURNITURE, consisting of:—
Drawing-room SUITE in Crimson Damask, Pier GLASS, Handsomely Carved Teak WHATNOTS, a Semi-Grand PIANO, made expressly for the Climate, Dining TABLE and CHAIRS, SIDEBOARD, Bracket LAMPS, Dinner and Dessert SERVICES, GLASSWARE, Electro PLATE, CUTLERY, BEDSTEADS, WARDROBES, Ebony CHEST OF DRAWERS with MIRROR and Marble Slab, Marble-top WASHSTANDS, a very handsome Cheval GLASS (plate 5 ft. by 2 ft. 6 in.)
LINEN, BLANKETS, CARPETS, FENDERS and FIRE-IRONS.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1020 Hongkong, 31st May, 1872.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. BREMNER, Esq., H. M. Naval Storekeeper, to sell by Public Auction, on
WEDNESDAY,
the 12th day of June, 1872, at 11 o'clock A.M.
At H. M. Naval Yard,—
Sundry Naval and Victualling STORES, comprising:—
IRON, Old Wrought.
Old ROPE.
RAGS, CANVAS.
Brass SHIVERS for Blocks.
Old Iron CASKS.
" HOOPS.
Old STEEL.
" BUNTING.
" GLASS, LEATHER, &c.

Salt BEEF.
FLOUR.
CHOCOLATE.
CASKS, CASES, BAGS, &c.

FLANNEL.
Cotton DRILL.
&c., &c., &c.
Also,
About 10 Tons Old COPPER.
10 " " METAL.
and 50 " of 3/8, 5/8, and 3/16 New Iron Boiler PLATES.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Government Auctioneer.
867 Hongkong, 10th May, 1872.

JAPANESE WARE.
NIGHT SALE.

AYRES & Co. have received instructions to sell by Public Auction, on
THURSDAY EVENING,
the 13th day of June, 1872, at their Sale Rooms, Queen's Road, at 8.30 P.M.,—
80 cases JAPANESE WARE, just landed, ex str. *America*, consisting of Handsome CABINETS, of assorted sizes and patterns, Work BOXES, TRAYS, Glove and Jewel BOXES, Cigar STANDS and CASES, TABLES, CRYSTALS, and Ivory ORNAMENTS, Porcelain VASES, Tea and Breakfast SETS, Toilet SERVICES, &c., &c.
Bronze ORNAMENTS and VASES.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1066 Hongkong, 7th June, 1872.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
TO-MORROW,
the 8th June, 1872, at noon,
at their Office, Club Chambers,—
The British brig
"*WANJA,*"
295 Tons Register, of 5,500 Piculs capacity or thereabouts.
TERMS OF SALE.—Expenses of Transfer to be paid by the purchaser. One-third of the purchase money to be paid on the fall of the hammer, the balance on completion of transfer, in Mexican Dollars weighed at 7.1.7.
Further particulars may be obtained, and Survey Report seen at the Office of
W. M. MORGAN & Co.,
Auctioneers.
1064 Hongkong, 7th June, 1872.

GODOWN TO LET.
Apply to
GREAT NORTHERN TELEGRAPH CO.
7d 1054 Hongkong, 6th June, 1872.

TO LET.
2 HOUSES in Seymour Terrace, No. 2 and 3.
Apply to
DAVID SASSOON, SONS & Co.
tf 1009 Hongkong, 30th May, 1872.

TO LET.
A COMMODIOUS ROOM and BATH-ROOM, in a desirable locality, 5 minutes from Post-office. Address "Z. Z.," office of this paper.
tf 951 Hongkong, 21st May, 1872.

TO BE LET.
With immediate possession.
THE Upper Part of that Large and Commodious HOUSE, No. 6, Pottinger Street, (opposite the Hotel d'Europe) commanding a splendid view of the Harbour, and comprising in all Six Rooms.
For particulars, apply to
J. CROSBY,
6, Pottinger St.
tf 917 Hongkong, 16th May, 1872.

TO LET.
HOUSE No. 41, Wyndham Street. Apply to
J. J. DOS REMEDIOS & Co.
tf 856 Hongkong, 9th May, 1872.

TO LET.
THE HOUSE No. 3, in Aberdeen Street. Rent moderate. Apply to
A. F. ALVES.
tf 857 Hongkong, 9th May, 1872.

GODOWNS and OFFICE to be let.
SHARP & Co.,
Bank Buildings.
tf 819 Hongkong, 3rd May, 1872.

TO LET,
From the 1st of June next.
THAT commodious and well-known BUNGALOW, situated in the Albany, (in the rear of Mr. W. H. ALEXANDER's house), at present occupied by Messrs. HUGHES and BOTTOMLEY, containing six rooms, with Bath-rooms, Out-offices, and a three-stalled Stable, and having a splendid Garden all round the premises.
For particulars, apply at *No. 16, Lyndhurst Terrace.*
tf 737 Hongkong, 22nd April, 1872.

TO LET.
NO. 1, Pechili Terrace, Elgin Street. Apply to
LANE, CRAWFORD & Co.
tf 467 Hongkong, 7th March, 1872.

HOUSES TO LET
IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at the Store of Messrs. BLACKHEAD & Co., Queen's Road West.
HARRINGTON & ALGAR.
tf 341 Hongkong, 20th February, 1872.

TO LET.
(With immediate possession),
THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to
ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

TO LET,
With possession on 1st January.
THE PREMISES in Queen's Road, now in the occupation of Messrs. SCHELLHASS & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 7 Hongkong, 1st January, 1872.

TO LET,
(With possession on or about the 1st January, 1872).
THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c.
tf 1846 Hongkong 27th October, 1871.

TO LET.
FIRST-CLASS Granite GODOWNS, at Wanchai. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET,
(With possession on 1st January, 1871).
THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENES, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.
FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1780 Hongkong, 17th September, 1869.

SMOKERS, ATTENTION!!!
KELLY & CO.'S, SHANGHAI, CELEBRATED MACHINE CUT TOBACCOS.
"Smoking Mixture".....$2.00 per lb. tin.
"Happy Thought".....1.50 "
"Bright Century," chewing... 1.50 "
GUARANTEED to be superior in quality to those packed at home, and universally used wherever introduced.
Agency for Hongkong,
AT
No. 10, Queen's Road Central.
945 Hongkong, 22nd May, 1872.

FOR SALE.
Just arrived, per Steamer "Enterprise," direct from Lisbon.
100 CASKS Superior White Portuguese WINE, and 200 Casks Superior Tinto WINE. Apply to
FLORENCIO ANTONIO DA CRUZ.
2m 989 Macao, 27th May, 1872.

WANTED.
A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama, preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.
Address E. V. O., care of *Daily Press* office.
tf 1708 Hongkong, 6th October, 1871.

J. S. HOOK, SON & CO.,
Agents for
BOUTELLEAU & Co.'s C.V.P. BRANDY.
BOORD & SONS' OLD TOM, Brand: "Swaine, Boord & Co."
tf 818 Hongkong, 3rd May, 1872.

Intimations.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Fifth Call of Twelve Dollars and Fifty cents per share is payable on the *30th June* current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.
Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*
The Transfer Books of the Company will be closed from the Fifteenth day of June to the First day of July, 1872, both days inclusive.
By order,
ED. BAKER,
Acting Secretary.
27d 1046 Hongkong, 4th June, 1872.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of this Company will be CLOSED from the 15th to the 29th instant, both days inclusive.
JAS. B. COUGHTRIE,
Secretary.
27d 1032 Hongkong, 3rd June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE.

THE Transfer Books of this Company will be CLOSED from the 15th to the 29th instants, both days inclusive.
By order,
AUGUSTINE HEARD & Co.,
Secretaries.
29d 1022 Hongkong, 1st June, 1872.

NORTH CHINA INSURANCE COMPANY, 1869-71.

NOTICE is hereby given that a Dividend has been declared out of the reserved One-third of the profits of the Company, at the rate of 10 per cent., on the net premia contributed by Shareholders, during the above term.
Warrants can be obtained on application at the Company's offices, Shanghai, on and after the 29th instant.
By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
10d 1023 Shanghai, 22nd May, 1872.

HONGKONG INSURANCE COMPANY. 1871-1874.

THE Undersigned having been appointed Agents for the above Company, are prepared on and after this date to accept Marine risks upon the same terms as the Local Offices.
JARDINE, MATHESON & Co.,
Agents, Hongkong Insurance Company.
39, Queen's Road,
Hongkong, 1st June, 1872. [1m 1825

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION of SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.
WM. PUSTAU & Co.,
Agents.
tf 668 Hongkong, 9th April, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.
AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 16th February, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to be carried to the Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 716 Hongkong, 17th April, 1872.

NOTIFICATION.

IT has come to the knowledge of His Imperial Russian Majesty's Government that certain ships bearing the Russian flag had transported Chinese Coolies to countries beyond the seas, this trade being forbidden by the Government.
His Imperial Majesty's Legation has therefore the honour to remind all Russian subjects in China of this prohibition, and to beg the Consulates that they should request all Russian subjects wishing to purchase ships to sign a formal declaration that they will not join in any such operations, which are considered illicit by our Government.
By order,
(Signed) A. KOYANDER,
Secretary of Legation.
14d 991 Hongkong, 27th May, 1872.

HONGKONG RICE MILLS.

NOTICE.

THE undersigned having taken over the premises heretofore known as the WEST POINT RICE MILLS, and the spacious Godowns attached thereto; and having added the most approved Machines for cleaning and polishing Rice, is prepared to fill orders for all descriptions and qualities of cleaned and polished Rice at short notice. Special attention will be given to selecting and perfectly cleaning Rice for the California and Australian markets.
The business will be carried on under the firm and style of BATTLES & Co.
WM. WARD BATTLES.
tf 559 Hongkong, 21st March, 1872.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

JOAO DA ROZA,
BARBER AND HAIRDRESSER,
WELLINGTON ST., No. 23,
HONGKONG.
1m 964] CHARGES VERY MODERATE. [May 23

Intimations.

FOR SHANGHAI.
THE Steamship
"ABBOTSFORD,"
Captain Patterson, will be despatched for the above Port TO-MORROW, the 8th instant, at 4 P.M.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
2d 1061 Hongkong, 7th June, 1872.

FOR SWATOW, AMOY, FOOCHOW, NINGPO, AND SHANGHAI.
THE American Steamer
"LUZON,"
will be despatched for the above ports TO-MORROW, the 8th instant, at 6 o'clock.
For Freight or Passage, apply to
OLYPHANT & Co.
2d 1063 Hongkong, 6th June, 1872.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"OTTAWA,"
will leave for the above place about 24 hours after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 6th June, 1872. [tf 1058

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s steamship
"AVOCA,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 6th June, 1872. [tf 1059

FOR MANILA.
THE Spanish Barque
"MARIA Y VICENTA,"
Captain Sta. Coloma, will have quick despatch to the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 062 Hongkong, 7th June, 1872.

MR. STEPHEN RICHMOND NEATE is authorised to sign our firm, per procuration, from this date.
RAWLING, MEDLEN & Co.,
Architects, Surveyors, &c.
14d 1060 Hongkong, 7th June, 1872.

NOTICE.
THE departure of the S. S. "*DUNA*," for Shanghai, is POSTPONED until further notice.
AUGUSTINE HEARD & Co.
tf 1052 Hongkong, 6th June, 1872.

OCEAN STEAM-SHIP COMPANY.

ARRANGEMENTS having been made for the conveyance of Cargo, via London, to New York, transhipping to

The Chronicle and Directory for 1872.

NOW READY.

THIS Work, now in the TENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1872" will be further augmented by the addition of a Chromo-lithograph plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS.

(Designed expressly for this Work);

MAPS OF HONGKONG, JAPAN, and of the

THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory will be published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Swatow.....Mr. PATRICK CAMPBELL.
Amoy.....Messrs. WILSON, NICHOLLS & Co.
Formosa..... „ WILSON, NICHOLLS & Co.
Foochow..... „ HEDGE & Co.
Ningpo..... „ KELLY & Co., Shanghai.

The delivery of the *Daily Press* from this office commenced on Thursday morning at 10.10; and the last messengers left the office at 10.35.

The Daily Press.

HONGKONG, JUNE 7TH, 1872.

Not long ago it was the duty of journalists in China, in making up their summaries for the mail, to chronicle a bi-weekly mob outrage with as much regularity as the inimitable *précis*-writer of the *Spectator* winds up his weekly news with the dry statement of the price at which Consols have closed. Of late, fortunately, we have been relieved of this necessity, and there really seemed to be reason to hope that riots in China had, so to say, worked themselves out for the time being. We regret, therefore, to notice that these unpleasant incidents are reviving. By last mail we had to give an account of the ill-treatment of Mr. BABER at Kiukiang, and by the present mail we have to report another of those unlucky risings in connection with Missionary establishments, which have become so familiar of late years. A number of children were being conveyed in boat from Yangchow to an orphanage at Tantu, and a cry being raised of kidnapping, a riot ensued, the boatmen being seized, and the children taken to what are called native orphanages. The Chinese local Magistrate apparently did the best he could to quell the riot, but had to beat a retreat to his Yamen, and it was only after the soldiery had been called out that order was restored.

This riot, of which the details are given further on, appears to have been in quite correct order, and so far as it has gone, no particular complaint can be made. The explanations will probably be much the same as usual, and we shall be compelled to accept the painful fact that such disturbances are in the nature of things in China, and that we must expect them if we wish to further Missionary or other enterprise of the like character. The masses in China cannot be brought to believe that there is not some object of gain or personal advantage sought by the Missionaries, and it would seem almost hopeless to look for their ever fully recognising the nature of Missionary enterprise, and more particularly of one of its best features, namely, the orphanages for the unlucky children who would, but for the aid thus extended to them, either die miserably or be sold as slaves. There is an awkward feature about the account given of this affair, which if correct may cause it to terminate in spreading a very unfortunate idea among the Chinese in connection with it. It is stated that the children have been placed in some Chinese orphanages; and the danger may be that in these establishments exactly that will be done which was charged against the Catholic Asylum; that is, some of the children may be sold after the well-known fashion in China. That such a practice is not uncommon in these establishments seems probable from the readiness with which the accusation was made against the Catholic Asylums, and the rapidity with which it was believed by the masses; and it is also to be noticed that a scheme for collecting children for sale is one by no means unlikely to occur to Chinese. It is so difficult to arrive at facts in this unfortunate country of shams, that we are forced often to draw conclusions from analogy, and the above idea may be unfounded; but there is at least sufficient ground to give it considerable plausibility, and if the facts should be either as supposed or something like it, there can be little question that the incident will tend to saddle the reputation of foreigners with one more of the delinquencies common among the depraved in China. Where these riots stop short of actual injury this is the species of harm which they produce. Each one causes an addition to the prejudice and ill-feeling against foreigners, and tends directly to increase our difficulty in coming to anything like a good understanding with the people. So far as we can judge from the somewhat meagre account given, the present affair seems likely to be satisfactorily settled, but it will none the less be a subject for considerable regret.

At 5 p.m. yesterday an inspection of the fire engines and a drill of the Fire Brigade took place on the Praya between the Harbor Master's office and the Canton Wharf. The two steam fire engines, two hand engines, two small hand engines, one of which belongs to the pawnbrokers and the other to the dry goods stores, and also another Chinese Hong owned engine were there. All worked admirably, doing their best to empty the sea at the Harbour Master's wharf and endeavouring filling in again near the Canton wharf—a cargo-boat discharging rice at the spot coming in for a share of it, disdaining to work out of the road. There were no less than thirteen streams pouring into the sea, but with all their efforts they did not succeed in filling up the harbour. However, they created some little surprise on board the Pacific Mail boat, as all hands looked wondering whether the harbour was not on fire. There were present the Honorable Charles May, M. S. Tonnochy, Esq., and F. Stewart, Esq., conducting the manœuvres. It was low water at the time, but there was nevertheless abundance of water, and in case of a failure, Mr. Rose was on the alert to turn on a fresh supply. Two discharge hoses belonging to one of the Brigade hand engines burst directly were they set to work, shewing they were old and dry.

A home telegram will be ready for delivery to Subscribers at 4 p.m. to-day.

We gave on the fourth page the first portion of a very interesting description by Mr. Oxenham of a journey from Pekin to Hankow overland.

Housebreaking is again coming into practice. Mr. Overbeck's house was broken into and robbed of property of considerable value last night. People will do well to be on the alert.

We have received a copy of the "Syntaxe Nouvelle de la langue Chinoise," the work issued some time ago by Stanislas Julien, the celebrated French sinologue, and which can be obtained from Messrs. Vaucher & Co. It will prove invaluable to Students of Chinese. The admirable explanation of the force of various idiomatic particles, which forms the second portion of the first book, will alone be of the greatest service to all who wish to attain something like a scientific knowledge of the language.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 3rd June, 1872.

In the Debate upon England's Colonial relations, Mr. Knatchbull Hugessen, on behalf of the Government, repudiated the idea of separation, and said that it was the duty of the Government to defend Canada to the very utmost.

The Cabinet has discussed the last communication from America. No solution (sic). It is hoped that America will ratify her withdrawal of the claims by the Fifteenth.

LONDON, 4th June.

In the House of Commons last evening, Mr. Gladstone explained that President Grant objects to formally withdraw the indirect claims, but is willing not to press them.

The law officers advise that the Supplementary Convention should fully preclude the prosecution of such claims in the present negotiations, and relate to the actual extent of future obligations.

Various speakers urged a more decided attitude, and insisted on the absolute withdrawal of the claims.

Hongkong, 5th June.

COURT OF SUMMARY JURISDICTION.

BEFORE THE HON. T. C. HAYLLAR.

J. WETHERSPOON v. O. E. SMITH—$291.34—His Honor, in giving judgment in this case, said that the claim was for balance of wages due to the plaintiff from the Captain of the steamer *Una*, and for damages for breach of the articles which bound him to discharge them in the United Kingdom, or at some port on the Continent between the Elbe and Brest, the voyage not to exceed twelve months, the damages claimed being the cost of a passage to Europe, compensation for loss of time, and board and lodging for fourteen days. The defendant, by Mr. Brereton, his attorney, had raised four issues, the first being an objection to the jurisdiction of the Court; the second a plea of desertion; the third a plea of confession and avoidance, namely, that though the wages were due they could not be sued for at a port of call; and the fourth a special defence under Section 190 of the Merchant Shipping Act. The facts had been admitted on both sides. The men were engaged on the 29th May, 1871, for a voyage through the Suez Canal and to certain places, to and fro, as employment might be found for the ship, and back to a port of discharge in the United Kingdom or between the Elbe and Brest on the Continent, the voyage not to exceed twelve months. The twelve months had elapsed on the 29th May, 1872, and the ship was now in this harbour waiting to take up a charter-party to Singapore, but whether she would go straight home after that seemed to be a matter of doubt. The men had left the vessel taking their goods with them, and evidently not with the *animus revertendi*. This was put forward as desertion. He could have wished, had time permitted, to have written his judgment, but as time appeared to be a matter of importance he thought it better to deliver at once the judgment, on which he was very clear. The first objection was that the Court had no jurisdiction; he was clearly of opinion that it had. The 183th and 182th sections of the Merchant Shipping Act were quoted in support of the objection. From those sections he was quite of opinion that the suit, being for less than £50, could not be brought in any Superior Court.

Mr. Brereton.—Court of Record.

His Honor said the words were "Superior Court of Record." It was perfectly clear that this provision was meant for the benefit of seamen, so that they should not be put to the expense of actions in the Superior Courts when they might obtain justice in a more summary manner. (The *horrid*; judgment of Dr. Lushington.) Besides, suits for seamen's wages had always been entertained in this Court, and looking at the Ordinance, he thought this was one of the very actions for which the Court was constituted. Unless, therefore, there were some very clear words depriving him of jurisdiction, he should certainly hold that he had it. It was a much more fit Court than two magistrates, because it was generally presided over by a lawyer. The next plea was that of desertion. This was necessarily founded on section 250 of the Merchant Shipping Act, and he thought on the plainest words of the statute this was not desertion. It was so under that section if the seaman left the ship "before the completion of the voyage or engagement." He might as well now come to the pith of the matter. There was no doubt that the engagement of the seamen was a contract, and one which must be construed (except where there were special statutory rules) in accordance with the rules by which all other contracts were construed, the only difference being that these shipping contracts were construed a little more favourably for the seaman. This contract might expire in either of two ways, by the completion of the voyage in Europe, or by effluxion of time, twelve months. The true meaning of the contract was that the Captain bound himself to be in Europe within the twelve months, and therefore he came into Court with a very bad grace, having himself committed the first breach of the contract by not being where he was bound to be. He held that the contract came to an end on the 29th May. That decision had also an important bearing on the fourth defence raised under section 190. If the words "the voyage not to exceed twelve months" had not been in the contract the men could have no claim, but those words being there the other part making the voyage terminate in the United Kingdom or between the Elbe and Brest had now no application. He had no doubt whatever on the matter. The section only applied to seamen suing for wages before the termination of their agreement. With regard to the third defence, the case referred to in Pritchard made the matter perfectly clear. If the men had not taken prompt measures here, if they had entered upon a fresh voyage, they would have been under a fresh engagement, and it was quite reasonable that they should not have power to sue the master in the course of a voyage. Supposing the ship were under a charter party from Shanghai to England, he should then regard this as a port of call for orders only, and the men would be under a new engagement *sub silentio* to the same terms as under the old one. But the ship was about to enter upon a fresh voyage to Singapore, and the men were not willing to enter upon a fresh agreement unless they were distinctly satisfied that the ship would take them home. He was satisfied that this was not a port of call, but a port of departure. He would refer to some cases to show how strongly any deviation from the contract was regarded by the Courts. The *Cambridge*, in which Sir Christopher Robinson decided, partly on the ground that it was greatly to the interest of commerce that these engagements should be strictly construed. The *Eliza*, in which Lord Stowell held that there was no desertion where there had been a deviation from the contract on the part of the ship. He certainly thought there was no reason why the plaintiff should not recover his wages.

Mr. Brereton said the defendant had never refused to pay the men their wages.

His Honor said that was very well. Then in the case of the *Eliza* it was decided that the seamen had a claim upon the owners to be restored to his home. He felt himself bound by that, as he could not find a later case on the subject. He had a little doubt about the compensation for loss of time. The men might work their way home. However, this was clearly a case for a compromise. Mr. Brereton had made an offer which he was very sorry he had been unable to sustain.

Mr. Brereton said the vessel would go home from Singapore, and there was a mere possibility that she would have to go to Akyab or Rangoon to complete loading. If so, it would be only a difference of about five days.

Mr. Thomas said he was sure the man would not agree to go to Akyab. They stated that the difference of time would be much greater than five days. His Honor had already decided that the Captain was bound to have them in England now. Well, they would go in the sailing vessel round the Cape or any way so as to go straight home, but Mr. Brereton was asking them to go on a new voyage, on which they were only chartered as far as Singapore, and then to go to Burmah, without anything like a distinct undertaking that they would get straight home.

Mr. Brereton.—Well, we'll be going home in a few days, and we'll go direct and not diverge. The ship will sail on Monday, and call only at the usual ports.

His Honor thought that a very satisfactory arrangement. They had better enter into fresh articles.

Mr. Thomas asked that in case this was not done his Honor would give judgment. He had no doubt that Mr. Brereton would do everything he could to perfect the arrangement, but his Honor would remember the case of Captain Murrell, of the *Great Northern*.

His Honor intimated that he had not forgotten that case.

Mr. Brereton said he was sure the Captain would do everything that was right in the matter.

His Honor said the parties now knew what the judgment was, and he would sign the record if necessary. He could not find any authority for the compensation for loss of time.

Mr. Thomas subsequently mentioned that as part of the compromise he thought the Captain ought to see all the men free of his costs.

His Honor said he had no power to award costs except in the one case brought forward.

Mr. Thomas said he would see Mr. Brereton on the subject.

It is understood that the case was afterwards settled in accordance with the above undertakings.

POLICE INTELLIGENCE.

June 6th.

BEFORE THE HON. C. MAY.

A BOLD CHARGE.

Mr. Collaço appeared to charge a coppersmith with attempting to steal an old gunny bag, valued at half a cash, from the front of his premises.

Defendant said he was passing, and was pushed against the bag, which was hanging up at his door, by a passer-by.

Defendant was discharged.

YOUNG VAGABONDS.

A boat girl named Po-a-sze charged two notorious young scoundrels with coming on board her boat and stealing several pieces of clothing. Another small girl named Cheong-a-ho, belonging to another boat, gave evidence of seeing the two young thieves leaving the boat with the clothing; she gave the alarm, when the defendants were caught by the Harbour-master's boat, who led them to the Police Hulk, and then left them. They then made their charge on board the Hulk themselves.

At this stage the Harbour-master's boat people were sent for. Mr. Collaço, Junk Inspector, employed at the Harbour-master's, appeared, and said he saw the two defendants making off with the clothing. He pursued them and caught them, and handed them over to the two girls, who complained against them; saw them alongside the Hulk, and then went away, as he had other work to do.

Mr. May reprimanded witness for his mismanagement in turning over the two scoundrels to two weak girls, and advised him what to do on a future occasion.

First defendant was recognised as having been in gaol four times before for larceny, and the second also was recognised as having been in gaol several times for the same offence.

Mr. May sent them to six months' hard labour, and ordered them to find security in two householders in $50 each for twelve months, in default, to be recommended to the notice of H.E. the Governor with a view to their deportation, and he warned them that if they were found after that in the Colony they would be liable to twelve months' hard labour. He told them their photographs would be taken.

UNLAWFUL POSSESSION.

Sergeant McBeth, in charge of Aberdeen Station, appeared to charge three Chinese, named Low-a-yow, Tung-a-ng, and Lee-a-chow, with the unlawful possession of several pounds of old copper, in an empty house used for overplus coolies in a coolie house next door. Complainant stated he came to this knowledge by the investigation of a little disturbance amongst some of the coolies concerning rice.

Defendants were each ordered to find security in the sum of $10, for one month.

PAK-A-PEW LOTTERY.

Two agents, named Low-a-sheun and Kwong-a-wch, to a lottery called the Pak-a-pew lottery, the head centre of which is carried on at Macho, were arrested by virtue of a warrant procured by Inspector Gray, in No. 2, Gilman Street, at the Lee-kee shop, and charged with carrying on said unlawful vocation in a British Colony. The defendants were apprehended on the 5th instant, and they applied to a lawyer to defend them, and Mr. Francis appeared, and bailed them out in the sum of $150 each. The case came on yesterday, when Mr. Dennys applied on behalf of Mr. Francis to have the case adjourned till that gentleman could appear. Consequently, Inspector Gray also asked for a remand, which was granted till this day at 9.30 a.m.

ASSAULT.

The second mate of the German barque *Landswerton* appeared to charge one of the seamen of same vessel with assaulting him in the street, without any provocation. Complainant stated the defendant was being paid off; a German constable, and he, the witness, was on shore, with the log book, and after he had left the Consulate, and was going on board again with the log book, the defendant came behind him unknowingly, and struck him in the mouth.

Corporal Rouch, called, gave evidence of his coming along the Praya, seeing the assault, and arresting the defendant.

Defendant was sent to six weeks' hard labour.

ASSAULT.

Mr. John Beamish, runner to Mr. Julian's Boarding House, summoned one James Mehan, the barkeeper at the Liverpool Arms, for assaulting and beating the complainant, and causing him to loose $2.

Complainant stated two seamen were quarrelling together and he tried to pacify them, and in doing so broke an umberella. Not being able to do so he was coming down stairs, when he was met by the defendant, a big man, and he only a little one, who caught hold of him, tore the clothes off his back, kicked him, and gave him a black eye, (giving complainant quite a graceful appearance in court), and this without any provocation whatever. Complainant stated he had since heard why he was so beaten. He had been told it was on account of his appearing as a witness against the American barkeeper of the Rising Sun, in a charge against him of stowing British Royal navy men on board the American ship *Congress*. The defendant he had heard some one say had expressed he would take the first opportunity to thrash him for it. Complainant said he could bring one of the two seamen as witnesses to show how he was used by the defendant. His Worship then sent him to procure this evidence, when just as he had gone out, in came a great rough Irishman, and complained bitterly that the little man just gone out had severely thrashed him with his umbrella. Said complainant was sent off till the other man came. Beamish returned, and said he could not find his witness anywhere, but was informed to his surprise that the quiet, sober, steady young man, named John Dilts, he had protected against the big Irishman with his umbrella, and whom he had just been after, had just received a sentence of six weeks for brutally assaulting the second mate of his vessel in the street, by coming up behind and cutting his mouth with his fist.

Beamish's case was then remanded till this day.

EXPOSURE OF MEATS.

Chea-a-king, a butcher, was charged by Inspector Livingston with carrying the carcase of a pig through the streets in a disgusting manner, being without a cover, and was fined $2.

STEALING STONES.

Chu-ah-eahm, a Government stone contractor, charged a coolie named Cheang-a-loong, with stealing from him dressed stones lying on the road opposite the Koshing theatre. The case being proven against the defendant, he was sent to one month's hard labor.

STEALING SPIRITS.

Joseph William Torrey, the manager of the Hongkong Distillery, East Point, charged one Manuel de Souza, an assistant distiller, with appropriating to his own use several bottles of liquors, each of a different description, and distilled on the premises, without any permission to do so. Complainant said he was the manager, and defendant was the assistant distiller; he had no right to have these bottles on his premises; he had $20 per month and quarters free, but no spirits.

Defendant said he only took the different kinds for his own use, not to sell; however, he was sent to three months' hard labor.

UNLAWFUL DETENTION.

Man-a-kai, a shop coolie in Taipingshan, was charged by a prostitute named Ng-lai-heung, with unlawfully detaining her against her will in a shop, and locking her up in a room in said shop. Complainant said she had to serve the defendant in a brothel for four years, in consequence of a debt due to defendant by her father, to the amount of $80, with interest, amounting in all to $100. Her time was out, and she was out sending a letter to her mother, and when out, was brought back by defendant in a chair to the shop, locked up as described for 24 hours, till released by the Inspector of Brothels, Mr. King.

This being proved by the Inspector and a lukong under his charge, the defendant was fined in the sum of $50.

MEETING OF JUSTICES.

A Meeting of the Justices was held yesterday at the Magistracy, at 12 noon, to consider the advisability of transferring two licences and granting the privilege of allowing Mr. White, of the Commercial Billiard Rooms, to keep his house open till 12 midnight.

The Court consisted of the Hon. C. May, president; Messrs. F. W. Mitchell and M. S. Tonnochy.

Mr. Kirchman applied to have the licence of the public house called the Rising Sun transferred to himself. Mr. Mitchell referred to the late proprietor, Mr. Myers, having had a charge against him for keeping a disorderly house, having an American barkeeper, and an American woman in the house, the cause of the disturbance. But as it was proved that these people had cleared out before the present applicant bought the house, the justices granted the transfer.

Mr. Francis, late of the Praya Hotel, appeared to have the licence of the Oriental Hotel transferred to himself, he being a partner in the house, and the other partner, late the proprietor, being now dead. Some conversation ensued concerning the Praya Hotel, but there being no objection to applicant, the transfer was granted to Mr. Francis.

The application on the part of Mr. White to to have his house kept open till 12 o'clock midnight, was again gone into. Applicant handed in his application afresh, with a number of signatures of neighbours attached.

Mr. Mitchell remarked that he might have more.

Mr. May stated that he did not see why Mr. White should not have the application granted, but applicant was to understand that he would get it granted on trial, and he was not to be surprised to find it taken away again at the general meeting of Justices, if they came to the conclusion that he had not made proper use of the privilege; nor was he to consider it a settled thing, as a proper application was to be sent in to H. E. the Governor, to obtain his sanction; and applicant was to send in also application in due form to the Colonial-Secretary; but for the present, he would have the request granted on approbation, or on trial, and it was for himself to act in such way as to get the privilege made permanent.

The application was accordingly granted on this understanding.

SHANGHAI.

The *Daily News* notes the return of Sir Edmund Hornby, Chief Judge of the Supreme Court, and states that it is anticipated that Mr. Goodwin, the Assistant Judge, will shortly go home on furlough.

The Taotai Chen, has made several official visits in the foreign settlements.

The *Courier* calls attention in a carefully written article to the desirability of making Shanghai a port of registry.

The above paper gives an amusing account of the start in the "Shanghai Tea Derby," which we reproduce further on.

CHINKIANG.

(N. C. Daily News.)

There has been a rather serious riot here, arising out of the prejudices of the Chinese in regard to the Catholic orphanages. A number of children were being transferred from Yangchow to an orphanage at Tantu. In passing along the Canal, past Chiukeang, the boat grounded off one of the city gates. Some one raised the cry of "kidnappers," and a mob collected, bound the boatmen, and took charge of the children. Pere Massa appealed to the Foreign Consuls for aid; but, without waiting for their action, went on to the Hsien's Yamen. News that he was inside got abroad, and a mob collected there also; the magistrate protected him and went out to pacify the mob; he succeeded in leading them off, and then gave them the slip to get back to his Yamen, when the mob turned their attention to one of his clerks houses, and looted it. The military, however, had been summoned by this time; and order was restored. The boatmen are now detained, for their own protection, in the magistrate's Yamen, and the children have been placed in some Chinese orphanages. People are still muttering; but no further disturbances is apprehended.

(Courier.) 25th May.

The export Transit Pass question is not yet decided, but the Taotai now sees his great mistake in attempting to arbitrarily enforce a new rule without having the least authority for it, and Mr. Detring, late Commissioner of Customs, is left in a peculiar position on account of his leaving advised and sustained the Taotai in acting contrary to Treaty stipulations.

The U. S. Consul, Col. Flint, resisted the Taotai's encroachment upon Treaty rights and insisted that Trade rules could only be made at Peking, and that neither the Taotai nor Consuls could alter old, or make new regulations, and there is no doubt but Col. Flint's action will be fully approved by the United States Minister.

This whole scheme, as well as the boasted liberality of the present Taotai, in issuing a proclamation in regard to imports, will soon be exposed, and the crab-like diplomacy of this peculiar people managed (as it seems in this instance) by the Customs, under the direction of the Inspector General, will soon be more fully understood. It would be a great boon if the Chinese would, once in a while, act in a straightforward manner, but it does not seem possible yet, and the addition of the trickery of some of their Foreign employes to their own well-known duplicity, makes us believe in the necessity of patience, as fully as Confucius did.

There have been a large numbers of fires in this city, outside the walls, the past few days, all the work of thieves seeking plunder. The presence of so large a number of these rascals is due to the extreme incompetency of the present Hsien, if not his dishonesty, for it is said that all criminals are left free if the proper *squeeze* are promptly paid.

During last week there was quite an excitement caused by the arrival of some forty Chinese children from the Catholic Mission at Yang-chow en route for another school at Wusi. The boat was attacked and the Hsien took charge of both boatmen and children and still has them. Pere Massa's chair was attacked while he was going to the Yamen, and he had to be secreted there for safety. It seems probable that if a little more caution had been used no difficulty would have occurred.

27th May.

P.S.—The Transit Pass question is at last settled for the present, as the Footai in reply to a dispatch of Col. Flint, U.S. Consul, today yields the point, and states he will issue outward passes, as heretofore under the old form. The Consul has also just received a dispatch from Minister Low, fully approving his action in resisting the Footai's attempt to make a new rule; and, it is to Col. Flint's untiring zeal in contesting this issue that this desirable result is to be ascribed.

WU CHANG.

(Ibid.)

May 23rd, 1872.

Among the extracts from the *Peking Gazette* contained in your issue of May 14th, I see that the acting Viceroy of Liang Kiang has been suggesting the expediency of substituting steamers for carrying the royal tribute, in place of the old grain junks, whose numbers, he says, are decreasing every year. Perhaps, it may be interesting to some of your readers to know that in the provinces of Hupeh and Hunan, the old system of carrying the grain tribute in native junks is just being resuscitated. Last year, about this time, one hundred and fifty new vessels were despatched on this service from Wu-chang—the first which Hupeh has contributed since the Taiping rebellion. And only a week ago, a foreigner might have noticed a fleet of moderate sized junks, all of the same build and rig, with a tiger painted on the stem and stern, and a good quantity of timber lashed on each side—passing Hankow. These were Imperial grain junks from Hunan, one hundred and fifty in number, and the first also which that province has sent since the rebellion.

The rice is not conveyed from here, but is taken up at Chinkiang, or some other port on the Grand Canal. Hence the boatmen and their friends have an opportunity of carrying timber and other articles, on private speculation, as far as Chinkiang, such cargo in government vessels being exempted from the ordinary Customs and Lekin duties.

While I am writing, I may mention a singular illustration of the superstition and credulity of this people. It is in the shape of a paper which has been posted in the streets, and largely distributed from hand to hand in this, and the neighbouring cities. Some benevolent individuals have had it printed, and scattered far and wide, to ward off the dire calamity which is threatened. Here is a rough translation, which will speak for itself:—

"This is respectfully to give notice that in the city of Peking, a graduate (L.L.D.) over 80 years of age, long given to good works, has died; who after three days came to life again, and stated that the Goddess of Mercy had announced to him, that while the harvest this year would be abundant, yet in the 5th day of the 4th month (May 11th) the spirit of pestilence would descend to the earth, and cause the death of one-half of the people. Should you not believe this, only wait till the 6th month, and see whether out of every ten seven have not certainly died. Good men may be spared; but bad men will find it difficult to escape. If it be a lying report, may my sons become thieves, and my daughters prostitutes.

"Whoever, with an honest heart, will write out and distribute three copies of this announcement, will escape the calamity in his own person. Whoever will transcribe and distribute ten to a hundred copies will save his whole family from the plague. The man who knows and won't circulate this, will find it hard to preserve his family alive. They will begin to spit blood and die. When you have distributed three copies, take another and burn it, mix the ashes in wine, drink it, and you will be out of all danger."

T. B.

PEKING.

(N. C. Daily News.)

A Peking correspondent says, it is reported that the right of transhipping cargo in Shanghai for Japan has been conceded, though not officially notified. "It is said that Chunghow quite disavowed the obstructive reading of his instructions by the Shanghai Taotai, and told the American Minister that the Government had no desire to throw impediments in the way of through traffic. The Shanghai Customs will soon gain a name for obstructiveness, and the Peking Government for liberality, at this rate. Here are transit passes and transhipment, both opposed at Shanghai, both allowed at Peking. After this, might not the Shanghai Municipality see the absurdity of charging wharfage dues on goods never landed, but merely entering the port for transhipment, on a through Bill of Lading? Verily their vote at the last Ratepayers' meeting was almost as bad as the Taotai's decision. I can only imagine Mr. Barnes' motion was defeated on a misconception, or from a red-tapeish reluctance to interfere with the Regulations, even for their improvement.

"I hear some new trouble has arisen with the Catholic Missionaries; but am not very clear as to particulars. It is said that they have been claiming some old land here—that is, land possessed, in Peking, by missionaries in former times, and that popular irritation has been shown. One of the best points made by the Chinese, in the famous Circular, was in regard to this question.

"The missionaries residing constantly in China must strive to inspire confidence, so as not to excite the discontent and aversion of the people; on the contrary, to live on good terms with them without over exciting suspicion. At this moment there is almost always discord between the two parties, and the cause of it is the conduct of the Christians. So as regards the property of the Church, there have been claims during these last years in all the provinces, and the missionaries exact the restitution, without troubling themselves as to whether it wounds the susceptibility of the people or is injurious to their interests. Besides, there are five houses belonging to the literates that they claim, and expel the proprietors from them at the shortest notice. But what is worst, and what wounds the dignity of the people, is that they often claim as their property yamens, places of assembly, temples held in high respect by the literates and the inhabitants of the neighbourhood.

"Certainly, in such province, are houses which formerly belonged to the Church; but note must be taken of the number of years which have passed since, and it must be remembered that Christians sold these houses, and that they have, perhaps, passed through the hands of several proprietors. It must also be considered that the houses were, perhaps, old and dilapidated when sold, and that the purchaser has, perhaps, incurred great expense in repairs, or has even built a new one. The missionaries take no account of all this, they exact the restitution, and do not even offer the least indemnity. Sometimes they even ask for repairs to be made, or if not, for a sum of money. Such conduct excites the indignation of the people, who look with no favorable eye on the missionaries. Such being the case, no friendship can exist."

In its reply, conveyed through Count Rochechouart's dispatch of the 14th November last, the French Government, while insisting on the treaty right of the Missionaries to claim such lands, added:—

"In private life it is a certain means of gaining esteem, and avoiding embarrassment—to decide against one-self when doubt exists. This moral rule has a particular value when it is applied to populations inclined to distrust. It disarms them, by conciliating their interests (*en les désintéressant.*) Let Missionaries consent to be placed often in the wrong on this point, and they will reap a greater harvest than by showing themselves immovable defenders of the smallest of their rights."

THE SHANGHAI TEA DERBY.

(Courier, May 29th)

Nearly concurrent with the date of our great English racing festival, the struggle for ocean supremacy, and for the first teas home, commenced yesterday afternoon and this morning.

We understand that the *Agamemnon* left Woosung at 12.30 p.m. yesterday, but—probably in consequence of the tide being about the bottom of the ebb, and the weather overcast—it is said that she did not clear the Lightship till after 5 o'clock. The P. & O. str. *Deccan* was fully loaded this morning at 4 o'clock, and and half past 5 she proceeded on her voyage.

There will doubtless be some little speculation and betting on the issue of this race, and the competitors seem fairly matched, though the knowing hands are inclined to lay odds on the maligned Company's steamer. Commercially, Mr. Holt's vessel would appear to have the best of the bargain, as she takes away fully 3,600 tons of Tea at £5 per ton, (through rate from Hankow,) while the *Deccan* is understood to carry barely 2,600 tons at £7 per ton from Shanghai, an unknown proportion of which freight has to go to the S. S. N. Company for conveyance from Hankow.

The expenses for wages and coals in the former ship must be materially less than those of the *Deccan*, and barring accidents, the difference in passage is likely to be very small.

The P. & O. Company having this year taken a further step in the right direction by loading a large steamer direct from Shanghai to London. Will they, next season, take the final plunge, and recognise the fact that the upper Yangtze navigation is not very difficult, and that Tea shipped from Hankow to London will command a higher freight than that transhipped at Shanghai.

The tug steamer *Samson* conveyed the *Deccan's* passengers, and a number of their friends to Woosung last evening, and the latter were thus unable not only to say a final farewell to their departing acquaintances, but also to have a look at the fine ship which, if the P. & O. Directors had been only in their senses, should have loaded here seasons ago.

It is only right to say that every courtesy was extended by the P. & O. Agent, and by officers of the vessel, to those who chose to take the last look at the *Deccan*.

THE ADDRESS TO GEO. F. SEWARD, ESQ., U. S. CONSUL-GENERAL AT SHANGHAI.

The following reply to the above address is published in the Northern papers:—

NAGASAKI, May 14th, 1872.

MY DEAR COLLEAGUE,—I have had the honour to receive your letter of the 11th instant, accompanying the address which my colleagues and many members of the community were so kind as to prepare for me on the occasion of my departure for America.

The Consular Body of Shanghai has among its members persons especially trained to Consular work, and others who bring to its consultations practical experience in commercial affairs. Of late, the Municipal Councils and the Chamber of Commerce have been represented in its number. It has thus been enabled to keep in harmony with the community, and to perform its allotted work with confidence. These conditions are not likely to be disturbed, and will continue to give to it a deserved prominence in all affairs in which it has a proper concern.

Within the range of consular duties at Shanghai, fall many questions of local government, and the great majority of those which arise in the course of relations with the Imperial Government. It is certainly true that the manner in which Consuls deal with these will affect the well-being of the interests involved.

But it would be wrong for a Consular officer at Shanghai to measure his duty by the calls of the moment.

I am impressed by a sense of the high destiny of our city, and of the rapid strides by which she will attain importance. The approaching accession of the Emperor well define party lines. Those among native statesmen who favor progress must, in consequence grow in strength, and the general advance which will ensue will redound to our advantage. Steam, wire, and rail, first exhibited in a prominent way at Shanghai, and from thence introduced throughout the Empire, will bring back to Shanghai, as the inevitable centre, the commercial control of the country.

Such are the views with which I am imbued, and which have animated my connection with consular life at Shanghai. I think that my colleagues share these ideas, and that they rejoice as I do, that the City has ever presented to the Empire an example unstained by selfishness, yet marked by the vigor and enterprise of the West; and has ever insisted on having a voice in the councils affecting foreign intercourse.

Whether I shall have more to do with affairs at Shanghai, I cannot tell. The kind farewell that has been accorded to me will make me not less disposed to take up, again, my accustomed labors. In any event, I shall retain only pleasant memories of the place and of the individuals who compose it, and, as I have indicated, high anticipations of its future. That one and all may be willing to do their share to make these anticipations glorious realities, is the strongest wish in my heart, as I turn my face homeward.

With hearty thanks to you and to my other colleagues, and to the signers of the address generally,

I remain,
Your and their obedient servant,
GEORGE F. SEWARD.

To Signor L. VIGNALI,
Senior Consul, Shanghai.

SOYTHIA.*

(Times, 30th March.)

The mysterious regions of Central Asia are generally interesting to mankind, and especially so to the island people on which, by a wonderful destiny, the heritage of Aurungzebe has fallen, and which has advanced with the march of victory to the capital of the Celestial Empire. The immense expanses of mountain and plain which extend from the Altai ranges to the Hindoo-Koosh and the Himalayas have been, so to speak, from the earliest times, rich fountain-heads for the course of history; and we may trace some of the greatest revolutions which have affected the fortunes of nations to ill-explained movements of barbarian races which have swarmed within their gigantic limits. From this nursery of havoc and strife spread the hordes which penetrated to the plains of Champagne and swept over the civilization of China; from it, driven by pressure from within, the warriors issued who overwhelmed the decaying power of Rome in the East, and have carried terror to the walls of Vienna; from it Timour and Zinghis Khan led the countless multitudes who made their arms felt from the Ganges far beyond the Volga; from it Baber went forth to conquer and to seat his descendants on the throne of Delhi; and now, when the prophecy seems to approach fulfilment that Japhet is to dwell in the tents of Shem, and when the course of invasion, once set Eastward, is being turned and moving from the West, these countries acquire a new importance, for they form a diminishing line of division between the extreme frontiers of the mighty Empires founded in Asia by Russia and England, and, as some imagine, will, ultimately become the battle ground where the rival Powers will contend for the prize of Oriental dominion. Whatever, therefore, adds to our knowledge about this part of the Asiatic Continent, whatever raises the veil of darkness which rest on the huge central tract that across mountain, desert, and steppe, reaches from the heads of the ancient Jaxartes to the table-lands of Southern Thibet, cannot fail to attract attention; and as this volume fulfils these conditions, it probably will find many readers. Its author, Mr. Shaw, having been stationed for some time as a tea planter at the norther limit of our Indian possessions, close to the dependency of Cashmere, resolved in 1867 to cross the great barrier of the Himalayas and to explore the regions lying beyond, and in the following year he carried out his purpose, and having skirted the edge of Thibet, he advanced far into Eastern Turkestan, within a few days' march of the Russian frontier, having been, it would seem, the first Englishman who ever accomplished the arduous transit. This book, which records his experiences on his way, contains many instructive details respecting the nature and topography of the unknown territories visited by him and the habits and usages of the inhabitants, and it gives us a full and valuable account of the recent changes which have substituted a vigorous native government in Eastern Turkestan for the effete sovereignty of the Chinese. It abounds, too, as is usually the case in works of the kind, in proofs of the perseverance of English exploring and of the moral power of the British name far beyond the bounds of our Eastern dominions, and we generally agree with the few observations of a political character expressed in it. We cannot, however, praise it highly as a composition; its descriptions, though accurate, are seldom vivid; its narrative is ill-arranged and tedious; and the few historical passages in it are so crowded with barbarian names that an ordinary reader turns away from them. We wish Mr. Shaw had noticed how Gibbon deals with Tartar appellatives and genealogies.

In May, 1868, Mr. Shaw set out on his arduous journey. The year before he had made his way to the outlying station of Ladak or Leh, nestling in the valley of the Upper Indus, and his first object was to reach this spot before trying a further advance northward. Having penetrated by the Bara Lacha pass the gigantic barrier of the Himalayas, and diverged thence into the high table-lands which form the western boundary of Thibet, he reached Leh on the 30th of July, and left the place at the end of September for the capital of Eastern Turkestan, Yarkand. Accompanied by an interpreter only and a strange escort of native guides, he found himself on the immense plateau which extends north of the Himalayas at a higher level than most great ranges, and which forms, as it were, a colossal rampart guarding Hindostan from an approach by Thibet and from the Tartar races beyond it. His difficult course lay over huge wolds, raised thousands of feet above the sea, and occasionally starting into snowy cones, or sinking into dark, hideous steppes, or in depressions between craggy steeps, shooting high their crests of glacier and ice, or along watercourses that seemed to refuse life and verd

hill and plain, raised at high levels above the sea, and is one division of the immense tract known generally by the name of Tartary. It is separated to the west by the Pamir range from the territories of Khokand and Bokhara, with their rivers flowing to the Aral and Caspian; to the north it is bounded by the vast chains which extend to the far snows of Kamtchatka; it stretches eastward into the unexplored deserts which reach into the interior of China; and its southern verge are the mountains of Thibet and the lofty barriers which defend India. It is thus a kind of secluded district, placed on the frontiers of great empires, and forming a debatable land between them, and nature seems to have marked it out as a free land, though for many years it was nominally held in subjection by China. Since this precarious yoke was removed, the country has become independent, and the Atalik Ghâzee has done much to consolidate and extend his sway, and to render probable the decent of his sceptre to his descendants. Having subjugated the inferior chiefs who had lorded it within his present dominions, he has endeavoured to cultivate friendly relations with the dynasties at Bokhara and Khokand, with a keen eye to aggression from the north; and, though he has courteously received a Russian envoy, he is fully alive to Russian ambition, for he has strongly fortified the frontier passes, and he is evidently desirous to stand well with England. The advance of Russia into the East—and as yet she has not been able to cross the Thian Shan and the Pamir ranges—will probably be checked so long as the Atalik is supreme; and it may be his lot to become the first of a line of Princes destined to play an important part in Asiatic history. Yet Mr. Shaw's pages would induce us to think that the Government of this able ruler is merely one of those short-lived despotisms of which the East has given us so many examples. Surrounded by his warrior feudatories, and depending upon the martial horsemen who form the strength of his rude armies, the Atalik presents to the mind the image of a true Scythian or Tartar chief, whose power usually ends with his life; nor is there anything in his sovereignty, save personal sagacity and resolution, which has an appearance of stability. The barbarous executions he inflicts on his subjects, his primitive administration of patriarchal justice, his reliance on force and the strong arm, his contempt of all authority but his own, the mysterious pomp and state which surround him, and his unscrupulous craft in treating his foes—these are signs of that Oriental tyranny, so different from the civilization of the West—which repeatedly has made a throne fall as suddenly as it rose.

The scenery and climate of Eastern Turkestan abound in strange and interesting contrasts. At many points the great desert to the East stretches far beyond its ordinary limits; and barran and treeless wastes extend in dreary solitude to the horizon. The plains, however, are generally fertile, and, under a system of careful irrigation, are often rich with abundant harvests, though very deficient in nature streams, and are densely occupied by towns and villages. These districts have been settled for ages, and their inhabitants have lost much of the traditional Scythian or Tartar look though their skill in horsemanship and continual practice of wild and fantastic martial exercises remind an observer of the tendencies which lurk under this film of civilization. The immense hill ranges which hem in the plains are clothed in prepetual snow and ice; and their stark, desolate, and awful summits are approached through a series of lesser heights, rising in successive tiers from the grounds below, and singularly devoid of the picturesque grandeur which so often characterizes mountain scenery. The influence of these gigantic barriers, and the high level of even the lowest lands make the cold of the climate intense and prolonged; and Eastern Turkestan is bound for months in the chains of a winter of as great severity as that of Siberia or Nova Zembla. The late spring, however, comes suddenly, and is followed by a brief but ardent summer; and then the land seems to break out in joy; the cultivated farms grow white corn, the low hill-sides bear the purple fruitage of vines spreading in thick profusion; even the apricot mellows in the sunny air, and maize fields are seen in golden plenty. As regards the races which people the country, Mr. Shaw believes that an Aryan graft has largely modified the Tartar stock; and he divides them into two great classes—the descendants of ancient Tartar conquerors, and the children of the soil of a nobler breed, but at a remote period reduced to subjection. With these are intermingled wandering tribes of pure Scythian or Tartar breed, moved gradually from the far East; and the Tartar element is predominant in the national usages and institutions, the sovereignty of the Chinese, it would seem, having left scarcely any traces behind it. The people, according to Mr. Shaw, are a race of hardy warriors, contented for the most part to abide at home, and reclaimed generally from a nomadic life; but, like their ancestors, not unwilling, perhaps, to obey the call of an enterprising chief, and to descend on sunnier and more wealthy lands in the wild spirit of adventure and conquest. Traditions amongst them preserve the memory of the exploits of Timour and Zinghis Khan, and even of the fame of Alexander the Great; and a consciousness of superiority of race, or the more spiritual creed of Islam, makes them look with scorn on the neighbouring Thibetans, on the Chinese, and the aboriginal Hindoos, as sunk in corruption or superstition. Devoted, too, as they are to their chiefs, they are not servile or tamely obedient; and they are not wanting in self-respect though usually ignorant and licentious.

To those who see danger to our Indian possessions in every step made in the East by Russia, it may be a question of some interest how far the people of Eastern Turkestan have the means of resisting that encroaching Power. It would be difficult to think, if nature offered no obstacles to the arms of the Czar, that a race brave, but without the training and organization of real soldiers, could ultimately withstand the science of the West; but the impediments in the way of Russia are such that her conquering march, it may be said with confidence, will be long resisted in this region. As for the notion that Russia will be able to move her armies across this portion of Central Asia into Hindostan from a base on the Aral or the Caspian, it is a vain and idle chimera, impassable deserts, mountains, and steppes forbid her approach in sufficient strength; and there is no analogy between the historical descents of the Tartar and Scythian hordes from these tracts and any possible Russian invasion. Meanwhile the people of Eastern Turkestan are not blind to Russian ambition, though not very much alarmed at it. We quote the following:—

"I asked the Mahrambashee what was the state of the country which Russia had conquered. He said he heard there was tyranny, and then launched out against the Russians. He said, 'They are in great strength now, but their day must end. Like a stream coming from a tank, the water flows strongly for a while. But it is not derived from any natural source, and when the supply ceases, the stream runs suddenly dry. In our books there is a prophecy that Russia will conquer all Turkestan, and then perish; but others say that Western Turkestan only is meant, and that she will meet her death blow in this quarter, Kashgar. But God knows what is to be.'"

In April, 1869, Mr. Shaw set out on his journey homewards, and reached the Indian frontier in July. He returned by a route even more difficult than that by which he had advanced; and he nearly lost his life while struggling among the mountainous glaciers and torrents of the great barrier rampart north of the Himalayas. This is a sketch of one of those perilous adventures:—

"After passing the glacier, we had again to ford the river, but this time on foot. It was coming down full of huge blocks of ice, which fell from the roof of the glacier tunnel, alternately blocking it up, and again being swept away by its force. Choosing a moment when the tunnel was blocked and the water shallow, we pushed into the water. Before we were halfway across, a rushing sound made us look round, and we saw a mighty ice-laden flood sweeping down upon us. A rock in mid-water formed our only refuge; we scrambled upon it, and were but just in time. When the level of the stream was not more than a foot lower than the highest part of our rock, its rise was stayed and presently it began to abate, the ice-blocks ceasing. I roused my companions, and we hurried through the remaining stream. Before we had left the spot another flood came down, and this time we saw our friendly rock hidden under a surging tide of huge iceblocks. Some of them must have been over a ton in weight. Drenched in the icy water, we had to spend the night lying on the least windy side of a large stone, under the shadow, as it were, of the frozen glacier cliffs."

MR. GEO. CRUIKSHANK AND "THE MISER'S DAUGHTER."

Having seen an announcement in *The Times* that Mr. Harrison Ainsworth's novel of the *Miser's Daughter* had been dramatised and produced at the Adelphi Theatre, Mr. G. Cruikshank asserts in the same journal that the novel originated from himself and not from Mr. Ainsworth. "My idea suggested to that gentleman," he says, "was to write a story in which the principal character should be a miser, who had a daughter, and that the struggles of feelings between the love for his child and his love of money should produce certain effects and results; and as all my ancestors were mixed up in the Rebellion of '45, I suggested that the story should be of that date, in order that I might introduce some scenes and circumstances connected with that great party struggle, and also wishing to let the public of the present day have a peep at the places of public amusement of that period, I took considerable pains to give correct views and descriptions of those places which are now copied and produced upon the stage. I do not mean to say that Mr. Ainsworth, when writing this novel, did not introduce some of his own ideas."—Alluding to Mr. Cruikshank's claim to having been the suggestor of the story, Mr. W. H. Ainsworth writes:—"I content myself with giving the statement a positive contradiction. Mr. Cruikshank appears to labour under a singular delusion in regard to the novels he has illustrated. It is not long since he claimed to be the originator of Mr. Dickens' 'Oliver Twist.'"

MR. GLADSTONE IN BUCKINGHAMSHIRE.

While Mr. Disraeli was visiting Manchester Mr. Gladstone was on a visit to Lord Chesham, at Latimer, Bucks, only a few miles from Hughenden. The inhabitants of Chesham formed a deputation, who waited upon the Prime Minister with a request that he would receive a public address at Chesham, but, owing to a severe cold, he said he was unable to attend a public meeting, but promised he would attend at the Working-Men's Club. The committee of this club, therefore, hastily made preparations to receive the Prime Minister. The knowledge that Mr. Gladstone was coming soon spread through the town, and a great number of people gathered outside the club, waiting his arrival. The town band struck up notes of welcome as soon as he made his appearance, in company with Mrs. Gladstone, Lord Chesham, Lady Chesham, the Hon. Miss Cavendish, and Miss Lascelles. The secretary briefly stated that the foundation and the principles of the club were the same as those that prevailed throughout the majority of similar clubs in the country, its objects being to promote the social, intellectual, and moral well-being of the working-man. Mr. Gladstone, on rising, thanked the audience for the enthusiastic reception they had given him, which, he said, was not surprising, as he well knew that to be a guest of Lord Chesham at Latimer was sufficient in itself to insure, apart from any personal merits of one's own, a hearty welcome from all classes in the neighbourhood. The right hon. gentleman then went on to say, with reference to working-men's clubs, that he was glad to find they were extending and being multiplied throughout the country. He thought they could not fail to do good, being founded, if they were, on the principles of self help. Mr. Gladstone then alluded to the various beneficial measures which Parliament had passed with the view of bettering the position of the working-man. Referring to the great burden of Parliamentary labour which devolved upon those who were the people's representatives in the House of Commons, and especially those who had to take a leading part in the responsibilities of the Government, he said the mental and physical strain was very great indeed, and he could refer to some, and especially to one great man, who had broken down under it. Referring to the education question as being naturally of great interest to the members of working men's clubs, he said that of all measures that had come under the consideration of the House of Commons, this was the most comprehensive and complicated. Generally speaking, in other measures there was one simple principle embodied, which had only to be carried out, but in the Elementary Education Act there was an embodiment of several principles, which had to be grouped together and experimented on at the same time. It would be impossible that such a measure could be framed to the perfect satisfaction of all parties. After it had been in operation some time, and experience had been gained, some amendments or modifications might be required, and in such an event Mr. Gladstone said full consideration would be given to the different views on the subject, and, he hoped, in such a way as would make the measure as satisfactory as possible to all. Throughout Mr. Gladstone's address he was warmly applauded by those present, who felt very much the honour he conferred on them by coming among them in such a kind and informal way.

THE QUEEN AND PRINCE OF WALES INVITED TO THE BOSTON MUSICAL JUBILEE.—The *New York Herald* of the 19th March publishes the following despatch from Boston of the previous date:—The work of constructing the mammouth building for the World's Peace Jubilee commenced in earnest to-day. The proposition made by Mr. Gilmore while in England, to invite Queen Victoria to the festival, has been well received by influential persons. The Prince of Wales, the Right Hon. Edward Cardwell (Minister of War), and William Inman, Esq. (of the Inman line), will be among the city's invited guests. A bureau for the accommodation of strangers has been formed, composed of Edward Sands, Charles W. Slack, and Henry Mason.

COMMERCIAL INTELLIGENCE.

JUNE 7TH, MORNING.

Patna, $622½ to $625, cash and credit; Benares, $605 to $610; Malwa, $600 to $620.

SHARES.

Hongkong Bank Shares, Old—67 to 68 per cent. premium.

Hongkong Bank Shares, New—65 to 66 per cent. premium.

Union Insurance Society of Canton, new shares—$1,400 per share premium.

China Traders' Insurance Company's Shares—$1,450 per share premium.

China and Japan Marine Insurance—Tls. 148 per share premium.

Chinese Insurance Company.—$100 to $105 per share premium.

Hongkong Fire Insurance Company's Shares—$520 per share, premium.

China Fire Insurance Company's Shares—$57 to $58 per share, premium.

Victoria Fire Insurance Company's Shares—$53 per share, premium.

Hongkong and Whampoa Dock Company's Shares—28 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—37 per cent. premium.

Shanghai Steam Navigation Company—Tls.140 per share.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—50 per cent. discount.

Hongkong Distillery Company—Par, nominal.

Indo-Chinese Sugar Company—$50 per share discount.

Hongkong Pier and Godown Company.—$15 to $16 per share, discount.

EXCHANGE.

ON LONDON.—

Bank Bills on demand, ... 4/5

Bank Bills, at 30 days' sight, ... 4/5½ to 4/5¾

Bank Bills, at 6 months' sight, 4/6½

Credits, at 6 months' sight ..... 4/6¾ to 4/6½

Documentary Bills, at 6 months' sight ..... 4/5½ to 4/5¼

ON NEW YORK.—

Private, 5 months' sight ..... —

ON BOMBAY.—Bank, 3 days' sight 223

ON CALCUTTA.—Bank, 3 days' sight 223

SALES ON JUNE 6TH, 1872.

As reported by Chinese.

Mushrooms, 10 cases, at $29.50, by Mow-wo-cheong to Hongkong merchant.

Saigon Rice, 3,000 piculs, at $2.27, by Yee-fung to Hongkong merchant.

Saigon Rice, 3,200 piculs, at $2.40, by Kwong-mow-tai to Hongkong merchant.

White Sugar, 300 bags, at $6.25, by Ying-kee to foreign merchant.

White Sugar, 200 bags, at $6.25, by Ying-kee to Hongkong merchant.

Saigon Rice, 6,000 piculs, $2.32, by Ying-kee to Hongkong merchant.

Saigon Rice, 3,800 piculs, at $2.27, by Hung-cheong to Hongkong merchant.

Bombay Cotton, 17 bales, at $17.00, by Parsee merchant to Chuen-shing.

Cotton Yarn, No. 20, 100 bales, at $93.00, by Parsee merchant to Tai-hing.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	Saint Andrew's Castle	J. Gilles	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Vanguard	Luckes	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
HAMBURG	Corona	J. Bate	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
NEW YORK	Doctor Petermann		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
SAN FRANCISCO	Hertha	Schreiber	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Vesta	Schrender	Hongkong	Russell & Co.	Quick dispatch.
Do.	Valparaiso		Hongkong	Russell & Co.	Quick dispatch.
Do.	John Nicholson	Griersen	Hongkong	Russell & Co.	Quick dispatch.
Do.	Fu-Ju-Maru	Lord	Hongkong	Russell & Co.	Quick dispatch.
PORTLAND (OREGON)	Edward James	Pattersen	Hongkong	Rozario & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Marquis of Argyle	McKeon	Hongkong	Rozario & Co.	Quick dispatch.
SAIGON	Daniel Jean Richard	Nicholls	Hongkong	Frederic Degenaer	Quick dispatch.
YOKOHAMA	Owari	Moore	Hongkong	Russell & Co.	Quick dispatch.
Do.	Godavery (str.)	Valhen	Hongkong	Messageries Maritimes	Quick dispatch.
Do.	Avoca (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SHANGHAI	Ottawa (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Alphee (str.)	De Tourniere	Hongkong	Messageries Maritimes	Quick dispatch.
SWATOW, AMOY, F'CHOW, &c.	Luzon (str.)		Hongkong	Olyphant & Co.	To-morrow, at 6 P.M.
SWATOW, AMOY, AND S'HAI	Fenella (str.)		Hongkong	Douglas Lapraik & Co.	To-day, at noon.
SWATOW, AMOY & FOOCHOW	Aden (str.)	Andrews	Hongkong	Douglas Lapraik & Co.	On the 10th inst., at noon.

For Sale.

VICTORIA EXCHANGE,

SAYLE & Co.,

SILK MERCERS, TAILORS, & GENERAL WAREHOUSEMEN.

CLEARANCE SALE OF SURPLUS AND SUMMER STOCK.

In consequence of the retirement of Mr. W. J. STERRY from our Firm, we shall, for a short time only, offer a portion of our STOCK AT GREATLY REDUCED PRICES.

The Goods will be ready for sale on MONDAY, JUNE 3RD, and will comprise the following:—

A large lot of PRINTED MUSLINS, at about half price.

Scotch and Manchester MUSLINS.

LACES, at a great reduction.

SEWN MUSLIN GOODS, at a great reduction.

PLAIN AND FIGURED POPLINS.

FANCY GLACES.

BLACK BAREGES.

EMBROIDERED & PLAIN SKIRTS, much below usual prices.

CRINOLINES, much below usual prices.

RIBBONS AND TRIMMINGS.

HOSIERY, TIES, AND SCARVES.

LONG CLOTH AND CRIMEAN SHIRTS.

TOWELS AND HUCKABACKS. &c., &c., &c.

An early inspection is invited.

SAYLE & Co.,

VICTORIA EXCHANGE, HONGKONG; AND AT CORNER OF NANKIN AND SZECHUN ROAD, SHANGHAI

Hongkong, 1st June, 1872.

J. AND R. TENNENT'S ALE and PORTER.

DAVID COLLAR & SONS'

Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

FOR SALE.

MANILA HARDWOOD.

F. PEIL.

f 418 Hongkong, 1st March, 1872.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET, (Red Seal).

Selected by the undersigned, may be had for $24.

G. DUBOST & Co.

3m 566 Hongkong, 25th March, 1872.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

FOR SALE,
Ex Steamer "Vixen."

5 CASES Geisenheimer ROTHENBERG, 1865, $14 a case.
10 cases Hochheimer DOMDECHANEY, 1865, $18 a case.
10 cases LIEBFRAUENMILCH, 1857, $20 a case.
10 cases Steinberger CABINET, 1865, $28 a case.
5 cases Rüdesheimer BERG, 1865, $17 a case.

The Wines being of a superior quality.

20 cases Quality de St. Marceaux & Co. Champagne, CARTE BLANCHE.
30 " Pints, do., do. do.

HESSE & Co.

tf 531 Hongkong, 27th March, 1872.

FOR SALE.

CHAMPAGNE VEUVE CLICQUOT-PONSARDIN, REIMS, in Cases of 1 doz. Quarts, and 2 doz. Pints.

SANDER & Co.,
Sole Agents for China, Japan and Manila.

tf 2151 Hongkong, 15th December, 1871.

FOR SALE.

CHAMPAGNE—

G. H. Mumm's 1st quality	$15.00
Pints ...	16.00
Do. "Extra 1st quality,"	16.00
Do. "Carte Blanche," ...	17.00
AMONTILLADO, bottled by the undersigned	13.00
Superior SHERRY, do. do. ...	10.50
Superior MEDOC Vintage, 1865	6.00
Superior St. JULIEN, do.	10.00
Sparkling MOSELLE, P. A. Mumm's ...	14.00
Pints ...	15.00
Choice PORT, Black Seal	11.00
Do. Green Seal	12.50
Hennessy's BRANDY, one star	7.00
Do. Liqueur do., "V.F.O.P."	24.00

REYNOLDS & Co.

tf 266 Hongkong, 1st April, 1872.

FOR SALE.

A VERY Handsome Thoroughbred Young Thibet DOG, about 2½ inches high, Black and Tanny Points, and a good Watch Dog. Apply to

LANE, CRAWFORD & Co.

tf 880 Hongkong, 13th May, 1872.

FOR SALE.

DOMECQ'S SHERRY, bottled by Henry Ritchie.

An Invoice of CHAMPAGNE and French LIQUEURS.

A. G. HOGG & Co.

tf 675 Hongkong, 11th April, 1872.

FOR SALE.

Just landed, ex "Discovery," via Hamburg.

A SMALL Invoice of Teod. Meinhard's Aromatic Angostura BITTERS, particularly adapted and appropriate for Tropical climates, and is recommended for its aroma and tonic qualities.

Apply to

MARQUES & Co.,
Queen's Road.

tf 379 Hongkong, 26th February, 1872.

NO. 2 CIGARS, Fortin, May 1871.
do. do. Sandnay, May 1871.
do. do. Fortin, November 1871.
do. do. Bilibid, October 1871.
No. 2 CHEROOTS, Cavite, December 1871.

REYNOLDS & Co.

tf 306 Hongkong, 1st April, 1872.

FOR SALE.

CHOICE CAVITE CHEROOTS AND CIGARS.

H. COHEN,
Burd's Land.

tf 368 Hongkong, 23rd February, 1872.

FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.

Apply to

SANDER & Co.

tf 999 Hongkong, 29th May, 1872.

HONGKONG.
No. 10, QUEEN'S ROAD CENTRAL.

J. C. KRUSE,

WHOLESALE AND RETAIL TOBACCONIST, JEWELLER, AND DEALER IN FANCY ARTICLES.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBSONS & Co.,
Sole Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 634 April 6

GEORGE GLASSE, DISPENSING CHEMIST, THE VICTORIA DISPENSARY, PEDDER'S WHARF, HONGKONG

BRANCH ESTABLISHMENTS, YOKOHAMA AND YEDO, JAPAN.

SHIPS AND FAMILY MEDICINE CHESTS SUPPLIED AND REFITTED.

N.B.—Captains of Ships not landing at above Wharf, can leave orders at the Store of Messrs. BROADBRIDGE & ANTHONY (opposite the landing stage of the Canton and Macao Steamer), when they will receive G. G.'s immediate attention.

tf 44 Hongkong, 5th January, 1872.

LANE, CRAWFORD & Co. have been appointed SOLE AGENTS for the Sale of BOKER'S BITTERS IN CHINA AND JAPAN—and purchasers are warned to beware of Spurious imitations.

tf 52 Hongkong, 6th January, 1872.

VARNUM D. COLLINS, DENTIST, 7, *ABERDEEN ROAD*, HONGKONG.

tf 231 Hongkong, 2nd February, 1872.

P. BENNETT, W. H. HENRIQUES.

D. H. TILLSON & Co.,

BAKERS, COMPRADORES, AND NAVAL CONTRACTORS, KOBE (HIOGO), *JAPAN.*

6m 120 Hongkong, 17th January, 1872.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 750 Hongkong, 24th April, 1872.

Vessels on the Berth.

FOR SWATOW, AMOY, AND SHANGHAI.

THE Steamship

"FENELLA,"

will be despatched for the above Ports, TO-DAY, the 7th instant, at noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

2d 1055 Hongkong, 6th June, 1872.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Chartered P. & O. Steamer

"ADEN,"

Captain Andrews, will be despatched for the above Ports on MONDAY, the 10th instant, at noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

2d 1056 Hongkong, 6th June, 1872.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"GODAVERY,"

Capt. Valhen, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail.

A. CONIL,
Principal Agent.

tf 1007 Hongkong, 30th May, 1872.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"ALPHEE,"

Capt. De Tourniere, will be dispatched for SHANGHAI, shortly after her arrival from Europe.

A. CONIL,
Principal Agent.

tf 1008 Hongkong, 30th May, 1872.

FOR SAIGON.

THE American Steamer

"DANIEL JEAN RICHARD,"

Captain Nicholls, will have immediate despatch for the above Port.

For Freight or Passage, apply to

FREDERIC DEGENAER.

tf 706 Hongkong, 16th April, 1872.

FOR HAMBURG.

THE 15 years A 1 British Ship

"CORONA,"

1199 tons, J. Bate, Master, having the greater portion of her cargo engaged, will have immediate despatch as above.

For balance of Freight, apply to

VOGEL, HAGEDORN & Co.

tf 1010 Hongkong, 30th May, 1872.

FOR LONDON.

THE A 1 British Clipper Ship

"SAINT ANDREW'S CASTLE,"

639 Tons, J. Gilles, Master, will load here, at Whampoa, and Macao, and will have quick despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 950 Hongkong, 22nd May, 1872.

FOR YOKOHAMA.

THE A 1 Ship

"OWARI,"

Captain Moore, will have immediate despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 960 Hongkong, 22nd May, 1872.

FOR SAN FRANCISCO.

THE A 1 Clipper Ship

"VALPARAISO,"

1390 tons Register, will have despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 804 Hongkong, 1st May, 1872.

FOR SAN FRANCISCO.

THE A 1 British Ship

"JOHN NICHOLSON,"

Griersen, Master, will have early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 921 Hongkong, 17th May, 1872.

FOR SAN FRANCISCO.

THE A 1 German Barque

"HERTHA,"

Capt. Schreiber, will have quick despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 925 Hongkong, 17th May, 1872.

FOR LONDON.

THE A 1 English Barque

"VANGUARD,"

Capt. Luckes, will load at this, Whampoa, and Macao, and have quick despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 791 Hongkong, 29th April, 1872.

FOR NEW YORK.

THE A 1 German Barque

"DOCTOR PETERMANN,"

730 Tons, will load at this and Whampoa, and have quick despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 930 Hongkong, 18th May, 1872.

FOR SAN FRANCISCO.

THE A 1 Dutch Barque

"VESTA,"

of 423 tons Register, Schrender, Master, will have early despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 893 Hongkong, 1st May, 1872.

FOR SAN FRANCISCO.

THE A 1 Clipper Barque

"FU-JU-MARU,"

Lord, Master, will have early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 982 Hongkong, 25th May, 1872.

FOR MELBOURNE AND SYDNEY.

THE A 1 Clipper Ship

"MARQUIS OF ARGYLE,"

Capt. McKeon, having the greater portion of her Cargo engaged, will have immediate despatch for the above ports.

For Freight or Passage, apply to

ROZARIO & Co.

tf 847 Hongkong, 8th May, 1872.

NOTICE.

FOR FREIGHT OR CHARTER.

THE A 1 British Barque

"GLEAM,"

279 Tons Register. Apply to

TURNER & Co.,
Agents.

tf 1053 Hongkong, 6th June, 1872.

Vessels on the Berth.

PORTLAND, OREGON.

THE A 1 American Barque

"EDWARD JAMES,"

Capt. Pattersen, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port, on her arrival from Saigon.

For Freight or Passage, apply to

ROZARIO & Co.

tf 832 Hongkong, 4th May, 1872.

FOR FREIGHT OR CHARTER.

THE A 1 French Iron Clipper Barque

"HENRY SEMPE,"

P. Guérin, Master, of 475 Tons Register, or 12,000 piculs carrying capacity.

For further particulars, apply to

FREDERIC DEGENAER.

tf 1019 Hongkong, 31st May, 1872.

FOR SALE.

THE British Steamer

"ARRATOON APCAR,"

933 Tons Register, carrying capacity 25,000 piculs Dead weight, exclusive of Coal. Built by HENDERSON & Co., Renfrew, in 1861. Engines Direct acting. 250 Horse Power.

For further particulars, apply to

GIBB, LIVINGSTON & Co.

tf 754 Hongkong, 24th April, 1872.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, MARSEILLES, OTHER MEDITERRANEAN PORTS, AND SOUTHAMPTON;

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*ELLORA*," Captain C. FRASER, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 8th June, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 7th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 27th May, 1872.

THROUGH U.S. MAIL LINE FROM CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*AMERICA*," Captain DOANE, will leave Hongkong for San Francisco via Yokohama on WEDNESDAY, the 12th June next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The "*AMERICA*" will be due at San Francisco July 19th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 11th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.

Hongkong, May 15th, 1872.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;

ALSO, MAHE, ST. DENIS, PORT LOUIS.

ON SATURDAY, the 15th June, 1872, at noon, the Company's S. S. "*MEIKONG*," Commandant BOUEDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 13th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

A. CONIL,
Principal Agent.

Hongkong, 4th June, 1872.

A. MILLAR & CO., HOUSE, SHIP, AND STEAMBOAT PLUMBERS, COPPERSMITHS & BRASSFOUNDERS, *No. 1, Queen's Road East and Nullah Lane*, Opposite H.M. Naval Dock Yard.

tf 337 Hongkong, 1st March, 1871.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers, ... $1.50
Neatly Bound, ... $2.00

Apply at the *Daily Press* Office.

THE HONGKONG PHOTOGRAPHIC ROOMS, *(Corner of Wellington and D'Aguilar Streets,)* ARE NOW OPEN, FROM 10 A.M. TO 4 P.M. PORTRAITS TAKEN WITHOUT REGARD TO WEATHER.

N.B.—The Photographic Rooms are over the *Daily Adv

Extracts.

Peking to Hankow—Overland.

(N. C. Daily News.)

We print below an interesting sketch of a journey from Peking to Hankow, made by Mr. E. L. Oxenham, of H.B.M. Consular Service, in the autumn of 1868. The paper was read lately by Mr. Oxenham, as a lecture, at Hankow. We fear some mistakes occur in the spelling of Chinese names, in the following impression; but it is difficult to make out a doubtful word, in such a case from manuscript. In the case of English words, the context assists, but in names of Chinese towns, there is no such guide.

After some preliminary remarks, requesting the kind indulgence of his audience to an unpractised speaker, Mr. Oxenham said —In October, having been ordered to proceed to Hankow, I obtained permission to make the journey overland, and set about making the necessary arrangements; these were soon completed—a mattress and blanket to sleep on, a box and a few changes of raiment, and a very few stores, were all I took; a carter with cart, and 2 mules for my baggage; and a boy and pony for myself, completed the arrangements. On 2nd November, 1868, I left with much regret the city of the nine gates. Twelve miles from Peking, I crossed a handsome stone bridge of ten arches called the Lao-hou-chiao, over the Hun river, where several great high roads diverge towards the Western Provinces. The one I was doomed to traverse was an infamous one, very broad, composed of nothing but sand, innocent of stones and jagged, and divided into innumerable ruts. The sun was very hot, it was 2 o'clock, and we had 15 miles to go, so that the prospect of having to endure this for some days was anything but alluring. We soon arrived at Chang Hsing-teen, a large village, on either side of which stretched a long earthen embankment, erected, I was told, for the defence of the capital. I could perceive neither guns or soldiers, but a few weeks preparation would soon render it capable of being put in a state of defence. Passing on through the cultivated plain which makes up so large a portion of the metropolitan province, I made an excursion, independent of my cart, into the district city of Leong Hsiang, where a large number of Chinese were so dumb with astonishment, that they, at the sight of a foreigner, forgot to make, till I was past, the ejaculations customary to the politest nation in the world. I nearly, too, lost my cart, but found it eventually, and ended the day with a frigidly cold evening. At last, about 8, arrived at the village, and its inn, where I was to sleep—and such an inn, a few tumble-down houses running round a courtyard, the rooms devoid of little but the simplest furniture, and with walls full of large holes; two or three dirty stone kongs, tables with the aspect of a prancing horse, and no chairs. It was, however, as good as any other; and when a bed was made up, and the dust washed off, one felt more comfortable, but very cold, with thermometer below freezing. About 6 next morning, we were off again, in perfectly frigid atmosphere till the sun rose, when it became proportionately hot. The country was flat and cultivated as before, the Hsi shan, the general title given to the range of hills running along the north of China being parallel to us on our right. Nothing of importance was passed till we arrived at the Liu-Li Ho, of Tzu-erh-chi celebrity, where the river was crossed by a handsome stone bridge of eleven arches; it runs into the Pai-ho. The town on the other side of it appeared a prosperous little place consisting of a street 2 li long. South of it met numerous carts and camels carrying bales of native cotton from the South of the province to Peking. About 11, reached the first large place I had come to, Cho-chou, which had the usual elaborate wall, and, from the appearance of its streets, crowded with people and lined with shops, must be a flourishing place. It is a kind of junction, where travellers often change carts and make preparations for their journey. Near it, the Emperor Hwang-ti (B.C. 3,000) is said to have defeated the rebellious Chih-yo. A road by water leads from here to Tientsin and Paoting-fu. A great deal of cloth was sold here, and in some shops I noticed foreign cloth advertised for sale. Soon after leaving this city, the road diverged, one half going to S.E. and Shantung, when an immediate diminution in the number of carts, &c., was noticeable. During this afternoon, I made the acquaintance of two military graduates returning home after the military D. D. examinations, which were just over in Peking. They greeted me with military frankness, and after usual mutual civilities, they informed me of their destination, Yu-chou, in Honan, and trusted I should be their companion. In appearance, these learned and gallant gentlemen were very different. One, about 5 feet, with a big, fat, coarse face, huge body, and loud voice; the other, short, pig-eyed, and polite. Arrived, after being roasted by day and frozen by night, at a small village where an equally miserable inn awaited me; but a ride of 30 miles soon makes one indifferent to luxurious quarters; and a roof to cover you, something to satisfy your hunger, and a bed to sleep on with ample covering, would suffice the most thorough going sybarite. On 4th November, by 5, I arrived at Paoting-fu, the provincial capital of Chihli. The country had been as flat and uninteresting as before, but the cultivation had been less thorough, and in many places, long stretches of high weeds and marshes took the place of the usual fields. It is difficult to see why this place should be chosen as the capital of an important province. It is situated in a plain, possesses no natural defences, and has very little trade. It is surrounded, as customary, with high strong walls, which had proved sufficient to hold at bay the bodies of Nien-fei, who, in 1867, had threatened Peking, and attempted to besiege this place; they were however defeated, a few miles off from the city, and fled towards the S.E. It is the residence of a governor-general, treasurer, judge, and other high officers, who confer on the city all the importance it deserves or can possess. Commercially, it is of slight importance, a small trade is done with the province of Shansi in iron, but the people of the prefecture are described as agricultural, and silk growers, whilst coarse silk, iron and medicine are the chief productions. Before leaving I passed through the city inside, and found little worthy of remark, the most important streets being in the suburbs, which were likewise surrounded by a low mud wall. On through the same monotonous masses of cultivated plain; in the villages I passed through, many had fairs going on, where grain of various kinds and the rude but admirable implements of Chinese agriculture were being sold. I experienced neither insult nor injury from these people, though considerable anxiety was evinced to ascertain the texture and quality of my clothes. At the doors of most of the houses, the women were spinning cotton thread from cotton brought from the southern districts of Chili; this is sent to the towns and made into the cloth which clothes the backs of so many millions of Chinese. Some traces of the ravages of the Nien-fei were visible here, doors and windows destroyed, and occasional dilapidated walls, but the people, who had all fled to the hills to avoid the invaders, for the most part escaped. It is difficult, in Chinese villages, to distinguish a house which may have been plundered from one which has never been repaired; but it is not inconsistent with the usual character of rebels to surmise that plundering of this description did take place. The people who were here escaped; but further south, I was informed great atrocities had been committed; loud complaints, too, were made of the Imperial soldiery, who, though they did not murder, were not averse to adding, by any means in their power, to their scanty pay.

About this time, I made the pleasing discovery of a sore on my pony's back, and was much exercised what to do; my military friends abounded in extraordinary recipes and infallible cures, one of which I tried, with but faint hopes of success. On 6th November, I passed Juy-chou, famous for an eye-salve renowned through the Empire, and abounding in shops with quack advertisements selling that article. It possessed little other trade. The nature of the country here changed somewhat; to fertile and cultivated plains, succeeded so poor and sandy a soil that not even Chinese industry could cultivate it, and the ground was covered with plantations of birch, poplar and willow, cut down every three years for firewood. A river called the Sha, flowed through this desolate region, and large expanses of bare land on either side showed the extent of the summer inundations. The people engaged in collecting firewood were rude and coarse, and loud guffaws greeted the apparition of the travelling foreign "devil." On the morning of 7th, I reached Cheng Ting-fu which, from the size of its walls, gave rise to great expectations. There was no suburb, and after passing through an elaborate arrangement of gates, we entered the city; and such a city; I had to look about me before I could see any houses, fields excellently cultivated being the predominant feature. At last a house or two struggled into sight, and then a real attempt at a real street, which, at last, by gathering all the houses of the place into its grasp, contrived to manufacture not only one street but another at right angles. This city, situated north of the Yellow River, between the ancient states of Yin and Chou, was once a place of importance, now greatly declined. The inhabitants are described as energetic; and plums, dates, fungus and medicines are the chief productions. A famous general of the Han dynasty once lived here, and inside the walls is a temple five stories high, with a gigantic figure of Buddha. There was, as may be imagined, but little trade there; iron figures of Buddha are said to be manufactured, and a considerable amount Shansi iron is imported in exchange for coal, brought up by junks to near here on the Hun river, half-a-mile south of the city from Tientsin. Large numbers of braves were about the city; gay was their attire and gallant their bearing, but oh! such arms, old flint muskets, more dangerous to the firer than the enemy, lengthy spears all flags and wood, and a rusty sword between every three. A large plain outside the south gate used for drilling purposes, explained their presence in this apology for a Fu. A Roman Catholic bishop resides in the city. Soon after leaving this city, the road branching off to Shansi was passed, and a place called Huai-loo, about 2 days journey off, was described to me as being a great centre for smelting and mining of iron and coal, the mountains near it abounding in both minerals. Arrived in the evening at Luon-cheng, as prosperous as the Fu had been the reverse; banks and pawn-shops were numerous, and there was a large traffic in local agricultural produce. Fairs after the harvest were proceeding merrily in all the villages and towns; and I could not but be struck with the politeness, good humour, and almost kindness I experienced, when passing in a foreign dress on horseback through places where I was almost the only foreigner they had seen. The Roman Catholics stationed about in the country, may, however, have had a beneficial effect by accustoming the people to foreign habits; particularly was this the case at Pai-Hsiang-Hu, where I passed a street absolutely crammed with booths, people, donkeys, babies, and mules; and, beyond exclamations of "foreigner," heard neither an opprobrious expression nor experienced the smallest difficulty. After this place, the country changed somewhat; the monotony of the plain was succeeded by the monotony of chalk downs, varied in the hollows with occasional patches of wood; sandy barren plains then took their place, bodies of braves were dotted along the road, and flags were flying with inscriptions exhorting them to be prompt in action against the rebels. On evening of 9th I reached Shun-te-fu, a city whose simple wall enclosed a large proportion of arable land, with occasional streets, and unfrequented houses. A large suburb, extending for a mile, lay outside the south wall, and here as usual was located mine inn. I was informed there was a considerable trade here in various articles particular to the province, such as cotton, cloth, grain, rope, &c. It has been curious to remark, and the observation was confirmed by what I afterwards saw, that the most important places, commercially, are nearly always decorated with the least elevated titles. The district cities have more life and trade in them than the Fus; and the chen-teens, or large towns unblessed with the presence of great mandarins, more than the district cities. The Fus I have mentioned were, after all, at least one of them, more large villages than anything else. But they are surrounded with a high wall, and have a perfect and Yamen planted inside, and obtain their title. Decay of prosperity will too often account for this peculiarity, and the natural poverty of the country, which is more agricultural than manufacturing. I was assured, however, this arose from the presence of the officials, who, by their squeezes, easily drive away any trade which has but a slight hold on a place; this is probably exaggerated, but rules about shutting the gates, and general interference with the liberty of the Chinese subject, decrease with the dignity of the place. On the other hand, people were far more civil and polite in the prefectural cities, than those in the chenteens being often extremely rude and troublesome; so that one good quality at least can be ascribed to the mandarin's paternal care. The Foo of "virtuous obedience" produces silk, cloth, wine, and coarse pottery, and the people are peaceable and honest. The condition of my pony's back here occasioned me much trouble, and it became so bad I could hardly ride him. I could not sell him, and grasping Chinmen eager to take advantage of a helpless foreigner were not likely to be very favorable to me. I attempted my military companions, but could obtain little assistance from them; the only procurable animal being a miserable hack belonging to a member of Han-lin who, with a relation, travelled some way with me. This latter had a favorite sentence continually in his mouth. Everything didn't matter at all; with this formula he solved every difficulty to his own satisfaction. In bargaining for this pony, he at first wanted Tls. 100; their came down to 50; and when I declared 15 was the outside he would get, he said, "Oh, well never mind, 50 be it, it does not matter at all." As I differed, the argument ceased. On leaving the city in early morning, we had to wait at the gates till an escort furnished by the perfect for the protection of travellers arrived, and an admirable escort it was. The main, the lame, the halt, and the blind, were its chief ingredients, for had any arms at all, and the careful manner in which they kept a strict guard over our rear was highly gratifying to our feelings of security. They accompanied us some three miles, or until it became light, when we parted with mutual feelings of respect and gratitude; a gratuity was of course required for their arduous services, but I handed them over my card as a curio to be deposited in the Yamen of the Foo of obedient virtue. My pony being nearly useless, I had to walk chiefly, with occasional rests in the cart; the stout officer gave me a mount for a short time on one of his exhausted ponies, and my Han-lin friend, when he observed my condition, informed me with the politest of grins that it did not matter in the least, and that I could have his pony really for Tls. 70 if I liked.

(To be continued.)

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the

LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the UE FRANCAISE D'ASSURANCES MARITIMES, Capital of..... 5,000,000 frcs.,
Offers to the ASSURED the Security of a collective Capital of.....17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 750,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual Brokerage, this Association now returns to all policy holders *One-third of its yearly profits* on Insurance business, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Agents.

tf 1089 Hongkong, 26th December, 1870.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821,
And empowered by special Acts of Parliament.

Subscribed Capital.....22,000,000, *Sterling.*
Total invested Funds upwards of 2,750,000 "
Annual Income " " 320,000 "

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅓ of the annual rate
Not exceeding 1 month ½ do. do.
Above 1 month, and not exceeding three months. ¾ do. do.
Above 3 months, and not exceeding six months.... ⅞ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ¼ per cent. per annum
Other dwelling Houses used strictly as such, and their contents. } ½
Godowns, Offices, Shops, &c., and their contents. } 1 "

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding Above 1 month, and not exceeding..... } 1 month } of the annual rate
Above 3 months and not exceeding..... } 3 " } do. do.
Above 6 months the full annual rate.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.

tf 696 Hongkong, 7th April 1868.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms

OLYPHANT & Co.

tf 1299 Hongkong, 2nd July, 1869.

NOTICE.

HAMBURG-BREMEN FIRE INSURANCE COMPANY.

FROM and after this date a BONUS of 20 per cent. on amount of Premia will be allowed to all Contributors; such Bonus to be deducted at once, whenever payment of Premia is to be made.

No Policy fee will be charged. Risks accepted and Policies of Insurance granted at the current rates of Premium to the extent of $50,000, on buildings or on goods stored therein.

WM. PUSTAU & Co.,
Agents.

3m 879 Hongkong, 11th May, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary

Hongkong, 1st November, 1871. tf 385

NORTH-GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept risks against Fire on the usual terms.

SIEMSSEN & Co.,
Agents.

3m 662 Hongkong, 9th April, 1872.

Insurances.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months.. ½ do. do.
Above 3 months and not exceeding 6 months.. ¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co,

tf 241 Hongkong, 22nd January, 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 1377 Hongkong, 1st November, 1871.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅓ of the annual rate.
Not exceeding 1 month ½ do. do.
Above 1 month, and not exceeding..... } 3 " ¾ do. do.
Above 3 months and not exceeding..... } 6 " ⅞ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

GILMAN & Co.,
Agents.

tf 437 Hongkong, 9th March, 1871.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 557 Hongkong, 1st April, 1871.

DRESDEN INSURANCE COMPANY FOR SEA, RIVER, AND LAND TRANSPORT, DRESDEN.

THE undersigned having been appointed General Agents in China for the above Company, are prepared to accept risks and issue policies of Insurance at the current rates of Premium.

CARLOWITZ & Co.,
General Agents in China.

6m 2193 Hongkong, 15th December, 1871.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
187, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. } ¼ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ½ per cent
Godowns, Offices, Shops, &c., and their contents. } 1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent.
Other Dwelling Houses (similarly situated) and their contents } ½ per cent.
Offices and Godowns and their contents. } 1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days ⅛ th per cent:
Not exceeding..... 1 month ¼ per cent.
Above 1 month, and not exceeding..... } 3 " ½ "
Above 3 months, and not exceeding..... } 6 " ¾ "
Above 6 months the full annual rate.

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

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